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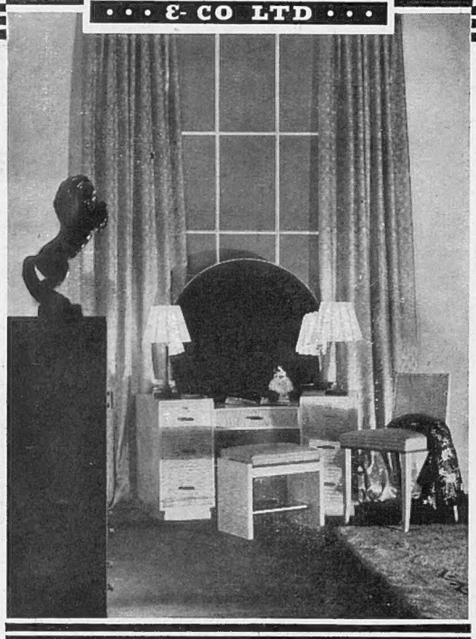

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Volume CLXXXVII No. 2444 The SPHERE, London, November 23, 1946

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE "BIG FOUR" AT NEW YORK'S METROPOLITAN OPERA—THE REPRESENTATIVES OF GREAT BRITAIN, AMERICA, FRANCE AND RUSSIA RELAX FROM THE CARES OF TREATY-MAKING: Seated in front of the Ministers are Mrs. Byrnes, Mrs. Bevin (in white cloak) and Mrs. Worthington Miner (a niece of Secretary Byrnes)

While the work of treaty-making has dragged its painful way forward in New York, and amid the dissensions of the General Assembly, where there has been bitter criticism of the operation of the Security Council, particularly in relation to the use of the veto, the delegates of the Great Powers have at least taken one night off duty, and last week they appeared in force at the Metropolitan Opera House. In the flag-draped box of the celebrated "diamond horseshoe" Mr. Byrnes, Mr. Bevin, Mr. Molotov, Mr. Vishinsky (Russia's Deputy Foreign Minister) and M. De Murville, leader of the French delegation in the absence of M. Bidault, joined company, and in the front of the box sat Mrs. Byrnes, Mrs. Bevin and Mrs. Worthington Miner, a niece of the American Secretary of State. Ever since Mr. Bevin's illness, Mrs. Bevin has been his constant companion, and she has been a conspicuous figure during the present visit to New York, which is fraught with such vital importance in world affairs

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

New Session.—With much of the traditional pomp and colour, the King last week opened a new Session of Parliament. With a remarkable absence of party bitterness, and, indeed, with considerable unanimity, Parliament debated the items of the Address and accepted many of the main legislative proposals and agenda as, at any rate, now inevitable. The Government's foreign policy is, in broad, still approved by the parties in opposition, and it may be said that Britain in the international field stands foursquare and adequately unanimous. The causes of our loss of popularity and even prestige in Europe and in the East, the deterioration of our relations with the Soviet Union, are not yet sufficiently clear even to the most critical elements of the Opposition, to afford the country any clear alternative to Mr. Bevin's foreign policy. At the moment, the country backs Bevin and his policy, regrets its failures here or there, but cannot suggest anything or anybody likely to achieve better results. The parties are of one mind about the need for conscription and the dangers of Russian expansion. At home, in domestic politics and achievements, there is plenty to criticise; but destructive criticism cuts no ice, while a majority shuts its ears to such criticism or thinks it "bad form." The tune of the Opposition Shadow-Cabinet can be better employed for some time to come in silent, constructive platform-building. A harassed and muddled public is always the best parliamentary opposition in domestic politics, and when the majority is ready for a change, it will say so (as it has done in America).

Palestine.—Our Palestine mandate has cost us dear. The Balfour Declaration, so beautifully and so precisely worded, is an outstanding example of the value of fine phrases not strictly related to hard, blunt facts. Has the Government any policy for Palestine? If it has, no one outside the Cabinet has an inkling of its nature. If it has not, it is high time to decide on a policy, and to implement it. No one outside the Cabinet supposes that we are spending millions a year to maintain, and increase, our forces in Palestine on a wartime footing, and enduring the loss by murder of thirty good men (including British police) every week, purely from altruism and idealism or mere obstinacy. When we accepted the mandate, we accepted something which on the whole we judged to be to our advantage, while we visualised a small part of the risks and difficulties. To-day no one would dream of mentioning such considerations. But no doubt these commercial and strategic considerations still carry some weight. The question of the hour is: is the price which we are paying, in human life, in money and in loss of prestige and popularity, still worth the advantages of continuing to "honour" our mandate? The conditions have altogether changed from what they were in the 1920's. If there be any question of the hour to which the Government should accord greater priority than this of Palestine, I do not know it. The present handling of the mandate and the Jewish problem is fast bringing into utter contempt our own country and its Government.

Haganah Wakes Up.—It is not unknown in our own politics and political experience for the tail to wag the dog. For many months the Jewish terrorists in Palestine (the Stern gangsters and others) have been wrecking Zionist hopes and aspirations as quickly and effectively as they wrecked British property in Palestine. They have been treated with almost unbelievable restraint. They have murdered, thieved and destroyed *ad lib*; their ringleaders have been sometimes caught, condemned and usually reprieved. They have been granted amnesty in the hope of amendment, and none can say that appeasement has yet *paid*. The damage they have done to human life and property is inestimable and unforgivable. The damage they have done to Zionism is no less. The wonder of Europe and America has long been centred on the apathy of the responsible elements of Jewry in Palestine and outside. Their spokesmen have sometimes deplored and condemned, and folded their hands. Now at last some of them begin to realise perhaps that fine phrases are not enough. Force must be met with force, propaganda with propaganda. If the Jews won't help to exterminate their own rats, their own grain harvest will dwindle.

A DEVON WELCOME FOR PRINCESS ELIZABETH—MEETING MEMBERS OF THE EXECUTIVE AT ST. LOYE'S COLLEGE, EXETER: This visit to the college for the training and rehabilitation of the disabled was one of the outstanding events of the Princess's stay in the West Country. As a result of the extensions which she opened, the college now has 157 beds and takes trainees on fifteen different courses, all suiting them for some kind of profitable civilian employment. Earlier on the day of arrival the Princess had driven through Exeter's bombed but beflagged streets

On the Elbe.—At various times the utterances of statesmen on the political and military set-ups in Europe send us to our atlases to learn a little geography. Mr. Churchill's recent grave references to Russia and the Elbe sent me to my map of Germany, which even now I examine as might a fourth-form boy in his class-room. The Elbe is a mighty river which rises in the Northern Bohemian mountains and runs through Saxony and the North German plain, cutting off the north-east corner of Hanover, and so *via* Hamburg to Cuxhaven and the sea. Between the Elbe and the frontiers of France and of the Low Countries lies what is left of the old Germany. I do not know its average depth from the Elbe to these frontiers, but it is not many days' journey for a mechanised army in a blitzkrieg, and a short flight for modern bombers. A glance at the map certainly lends point to Mr Churchill's statement of a simple fact It underlines the importance of a re-orientation of our ideas *de novo*. It is not for us to reshape our national theories of defence against possible future wars. But it is very much the intelligent citizen's duty to appreciate the political and military lay-out of Europe to-day so as to follow with understanding and sympathy the plans of the Government, and to assume cheerfully the duties imposed on us for defence. We most of us realise that war is not yet (not by a long chalk) outlawed or a remote possibility, and our atlas of Europe is the best means we have to comprehend the true significance of the grave hints which statesmen sometimes let fall. An examination of it to-day reveals clearly how small a part of the old Europe remains, from which to initiate a United States of Europe composed of democratic sovereign States. It lends point, too, to Mr. Churchill's anxiety as to the fate and future of France, which to-day, with the Communists as her majority party, may be said to hold out a red hand towards the Elbe. If that hand were firmly grasped and held, the frontiers between Britain and the Elbe would be drastically shortened and the "United States of Europe" would be crowded into a very narrow angle of North-Western Europe.

Observers, Please.—When "peace" came, fifteen months ago, the Royal Observer Corps was scrapped. Now Mr. Morrison (much as Mr. Eden did when in 1940 he called into being the L.D.V.) has in a ringing broadcast ordered the old Observers back to their posts. But Mr. Morrison was not so communicative as Mr. Eden. Mr. Eden was in no doubt as to what functions he designed for the L.D.V. It was a tremendous emergency in 1940. Is there a new emergency in 1946? Perhaps the instructions to be sent to each old Observer will be more explicit than Mr. Morrison's broadcast. Some people say: "If you want peace, prepare for war." Others says: "Outlaw the very idea of war, if you want peace." I don't know which voice speaks nearest the truth. I do know that we were launched into two world wars in my time totally unprepared for defence, let alone offence; and that unilateral disarmament is utter insanity. The Observer Corps had functions as appropriate to peace-time conditions as to war conditions. The L.D.V. (or Home Guard) was not in the same category. Indeed, its equipment and training were never settled to the satisfaction of its military advisers throughout the whole course of the late war. I shall not yet take my Home Guard uniform out of its moth-bag. I shall wait until I hear the contents of the Observers' special instructions. Meanwhile, I shall continue in the belief that in a modern democracy (like our new model) the very last thing which the citizen will learn is what is in the mind of the Government of his country.

Estate Duty Dilly-Dally.—In the last few years I have been directly concerned in winding-up two or three small estates and indirectly with a larger estate. It has become a never-ending duty. The old idea of the "executor's year" is totally meaningless. The dilly-dally of the Revenue authorities turns it into an "executor's decade." The war is over. The delays grow worse. In one case the Exchequer, by Estate and Death and other duties, were assured of receiving more than half the capital of the estate, and in the summer of 1945 that moiety was realised in cash and paid over. A year and a quarter has now gone by and no progress whatever has been made. The State has enjoyed 1¼ years' interest on this moiety. The beneficiaries still await their divides and live from hand to mouth on the proceeds of small sales; the executors still correspond daily and weekly with the estate solicitors, and the lawyers' accounts roll in punctually at £200 or so a time for "business done." No winding-up, no end to the solicitors' and accountants' charges, is in sight And, what is the more sombre, there is not a hint from the Revenue authorities that these grievous delays are abnormal or unfair. Neither they nor the solicitors nor the accountants consider that there is any need for hurry. Are they all in league together? It does seem reasonable to expect, in the heaviest taxed country in the world, that there should exist between payer and payee a fair, business contract and that the payee should honour it as strictly as the payer.

THE OLD STAGER

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LANDING A CRIPPLED LIBERATOR

THE HAPPY END OF A HAZARDOUS ADVENTURE: The Liberator air-liner of the British Overseas Airways Corporation seen after its unceremonious landing on one wheel at the Royal Naval Airfield at Heathfield near Prestwick. The machine, with a crew of six and three passengers on board, was bound for Gander, Newfoundland. When taking off she damaged her undercarriage and Captain Wilson, the pilot, realising the trouble, informed his passengers that, sooner or later, they would have to make a crash landing. In order to use up enough of his petrol to minimise the risk of fire, Captain Wilson cruised round England and Scotland for ten hours, and then, with superb skill, he brought the Liberator down on one wheel and, as she came to a halt, she tilted over gently on one wing. It was a brilliant piece of piloting and the passengers and crew all emerged from the ordeal unscathed, and there was no need for the ambulance men and firemen who were standing by to cope with any emergency. One of the passengers declared afterwards: "I saw Blackpool Tower four times to-day. I got fed up with the sight of it." Captain Wilson is one of B.O.A.C.'s most experienced pilots

COVENTRY COMMEMORATES THE BLITZ

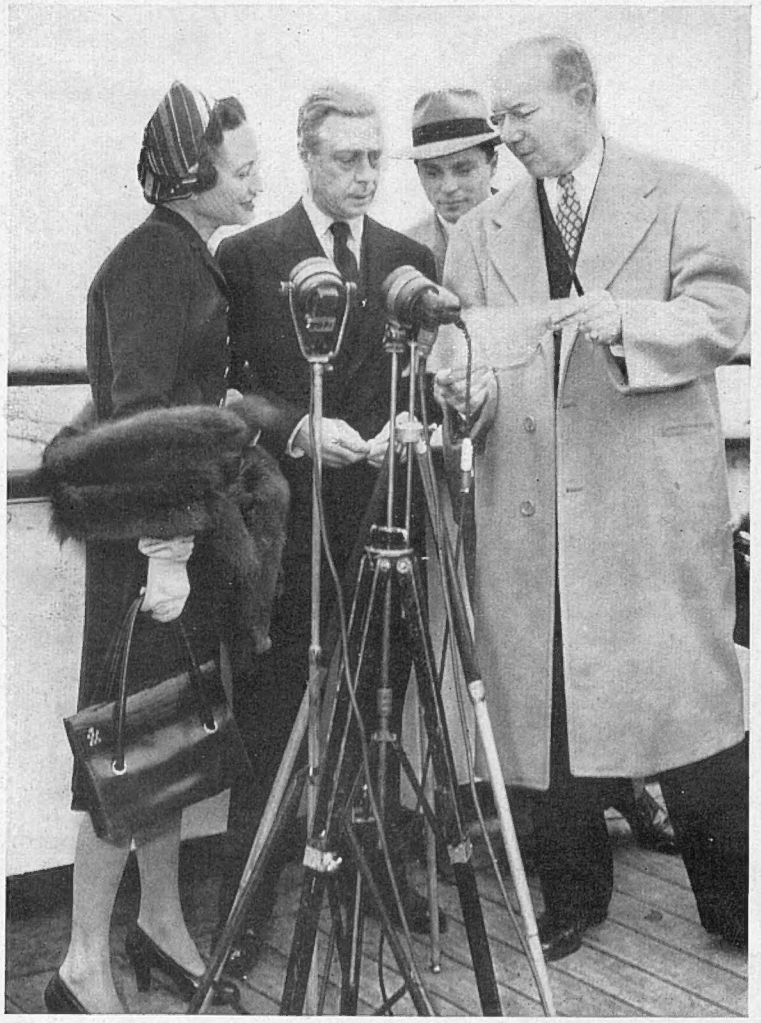
ON THE SIXTH ANNIVERSARY OF ITS DESTRUCTION BY ENEMY ACTION: Citizens of the blitzed city standing beneath umbrellas as they sang amid a downpour of rain at the anniversary service in the precincts of Coventry Cathedral held exactly six years after the Luftwaffe rained its bombs on the city. It was described as a Founder's Day service, and was attended by representatives of all denominations. The service closed with an act of re-dedication in the Chapel of Unity, the Bishop of Coventry taking part. In the centre of the congregation stood a simple cross made up of timbers taken from the cathedral after the fire on the fatal night of its destruction. Gifts, mostly small sums, from all over the world totalling nearly £95,000, have been received or promised for the reconstruction of Coventry Cathedral. An official statement issued by the Cathedral Reconstruction Fund states that from the time of the Cathedral's destruction people began to make gifts for the new Cathedral, but no public appeal was made until six months ago, when the King and Queen sent a gift of £500 to the fund

THE "OLD CROCKS" on the BRIGHTON RUN

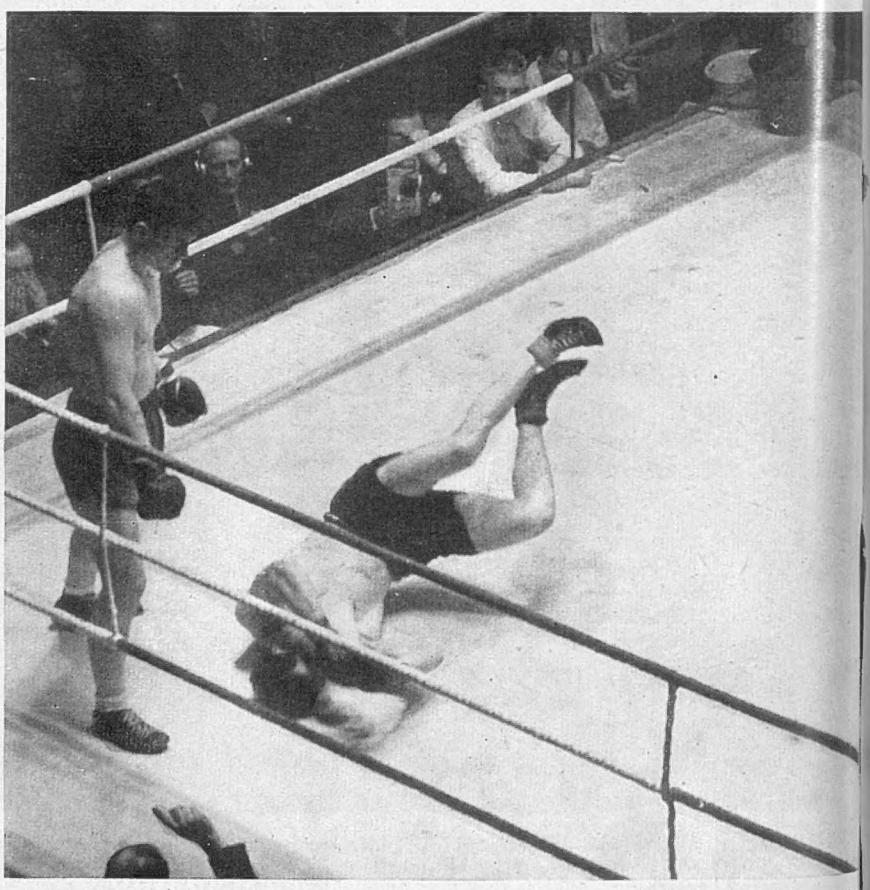
And Other Week-End News Pictures

THE OLD CROCKS ARE OUT AGAIN : An ancient steam-driven wooden traction engine crossing Westminster Bridge last Sunday at the start of the Royal Automobile Club's Veteran Car Run from London to Brighton. Thousands of spectators turned out to watch the revival of this popular annual event, and this despite heavy rain and a blustering wind; but of the 120 cars which set out, no more than seventy-five reached journey's end. One of the winners of the four group awards was E. L. Wood, whose Léon-Bollée dates back to the period 1897-1900. The Thorneycroft steam wagon attracted particular attention among the spectators. It was built in 1896, and in its younger days it used to take the Royal laundry out to Windsor Castle

ONLY ANOTHER SIXTY MILES TO GO! A group of veteran cars passing over West minste Bridge at the start of last Sunday's trip to Brighton, which took place on th fiftieth anniversary of Emancipation Day, when the red flag was removed. Th three cars in the foreground are, left to right : an 1899 Benz (driven by N. V. Reeves), a 1899 Century (with P. Fotheringham Parker at the controls), and an 1899 Panhar



THE DUKE AND DUCHESS OF WINDSOR ARRIVE IN NEW YORK : Going through the script of a greeting broadcast to the United States as they prepared to receive the Press on the boat-deck of the "Queen Elizabeth." The Duke and Duchess intend to spend some time in America, and they will probably pay a visit to the Duke's Canadian ranch. Meanwhile, the hue and cry for the Duchess's jewels continues



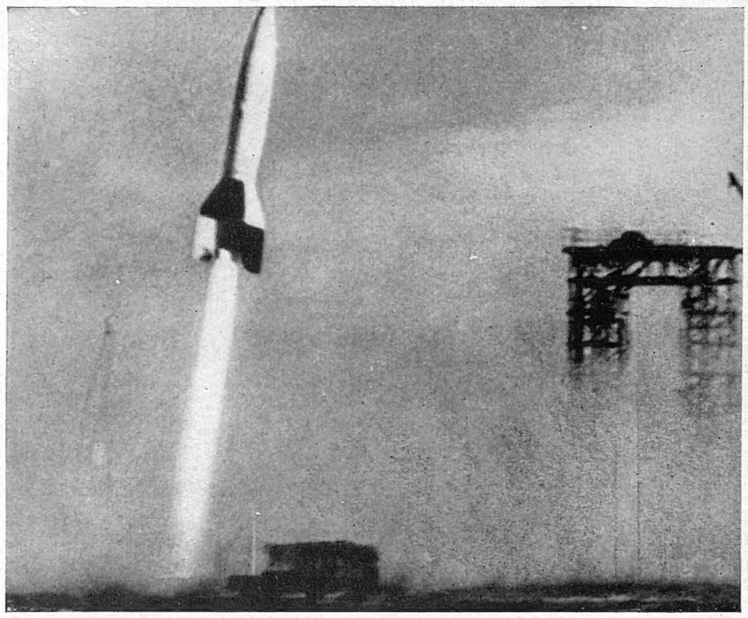
BRUCE WOODCOCK AGAIN SHOWS HIS METTLE : The British heavyweight champion standing by the ropes as the referee begins to count out his fallen opponent, Georges Martin of France. Martin, who received tremendous punishment from the Doncaster fighter, at length succumbed in the third round to a series of punishing blows, and the French champion was no match for him. Woodcock is now set fair for a fight with Baksi (conqueror of Mills), a return bout with Mauriello, who beat him in New York, and, if he is successful in these, he will take his chance against Louis

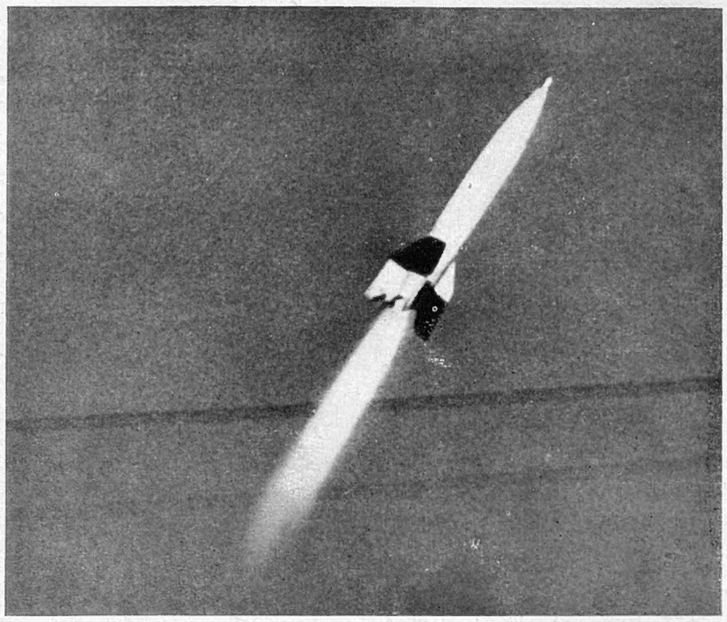
HE ...EKWAR OF BARODA RETURNS TO INDIA : The noted patron of the Turf, his wife (in fur ...t and slacks) and their son, Prince Sayaja Rao, seen at Radlett Aerodrome before ...rding their converted Halifax bomber. The Gaekwar, who has had a fairly successful ...son on the British Turf and whose jockey, Edgar Britt, has established himself in the ...nt rank, will remain in India until April, attending to affairs ...state and participating in Indian racing. He expects to return ... England in time for the start of the "Flat," and to see ...e of his three-year-olds, including Dante's brother, Sayaja ... (named after his son), compete in the classic races of 1947

PASTOR NIEMOLLER ADDRESSES GERMAN PRISONERS OF WAR IN ENGLAND : The former U-boat captain, who later became an opponent of Hitler and suffered imprisonment, addressing P.O.W.s in the chapel at Marbury Hall, near Northwich, Cheshire, during his recent visit to England. He explained to them that the German people must pay the penalty for supporting the Nazis, and he blamed himself for not having denounced the regime at an earlier date. The prisoners listened attentively to the Pastor, but he did not receive much applause

GIGLI AT THE ALBERT HALL : The celebrated Italian tenor, who has not been heard in London since before the war, seen during last Sunday's performance, when he gave excerpts from Italian opera. The hall was sold out for the occasion, and Gigli gave encores past counting. There was no evidence of any decline in his powers

SEEKING FAIR PLAY FOR ARTISTS' MODELS : Miss Pat Murphy, newly-elected secretary of the newly-created Artists' Models Association, and Miss Beverley Durbin, the Treasurer of the Association, seen posing in the life class at Camberwell School of Art. Last week they held their first meeting in London to decide on a plan of action in their campaign for more pay and better working conditions. Miss Murphy, who has for long advocated improved conditions, insists that three shillings an hour for posing is hopelessly inadequate

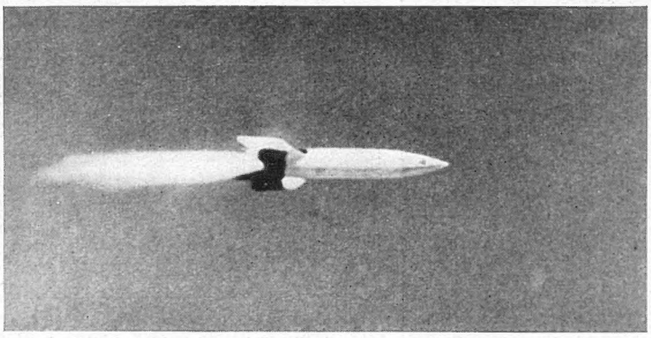


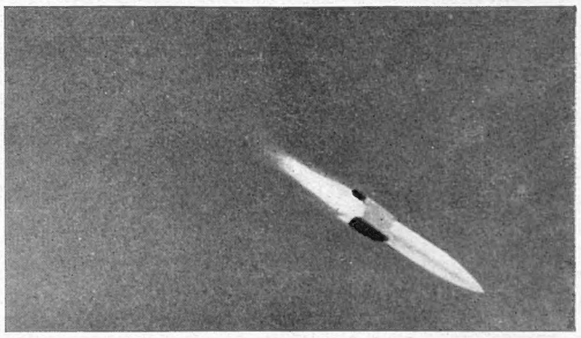


THE FIRST STAGES OF A DISASTROUS FLIGHT: These two pictures show an American adaptation of a German V 2 rocket taking off from the United States Army Ordnance Proving Grounds at White Sands, New Mexico, on a radio-controlled flight which it was hoped would take it through the stratosphere and into the ionosphere, reaching an altitude of 123 miles. From the very outset, however, something went wrong, as it often does with the V 2, and the picture *on the right* shows the projectile as it began to turn from its upward course when scarcely more than 1,000 ft. above the Proving Grounds

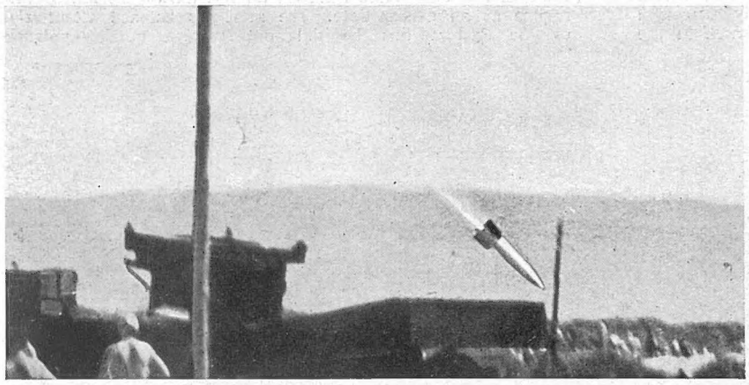
THE V 2 WHICH TOOK THE WRONG TURNING

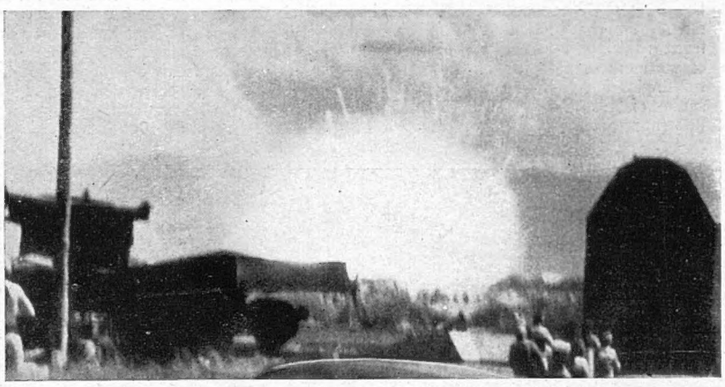
A Story in Pictures from the New Mexican Desert



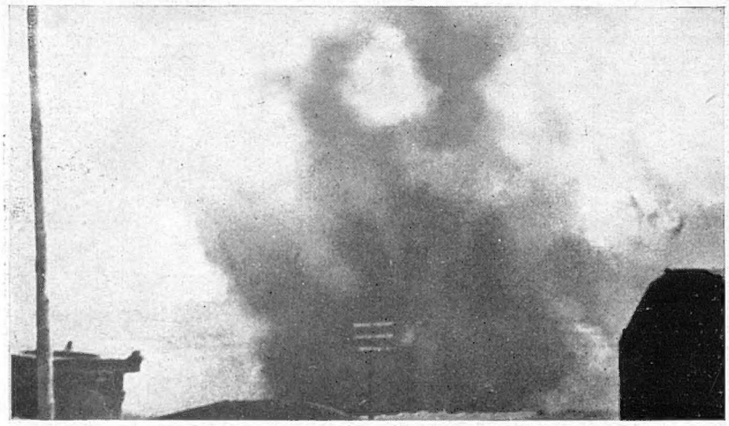


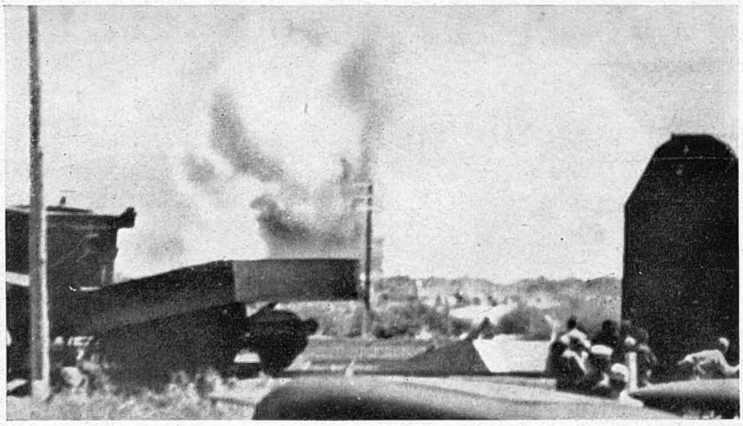
THE RADIO CONTROL TAKES OVER: As the eccentric V 2 turned right-handed from its upward course, the ground engineers realised at once that it might menace populated areas and possibly the observers at White Sands. They at once assumed radio control of the missile, and it is seen in the left-hand picture being guided on a level course away from the starting-point, where many spectators were gathered, and (*right*) as it was guided to harmless destruction at a safe point in the New Mexican Desert





THE LAST MOMENTS OF THE V 2: *Left*—The missile plunging to earth in the New Mexican Desert after the ground radio-control had taken over and brought it down well away from the observers. *Right*—An instantaneous camera impression of the explosion as the V 2 hit the ground. The pictures give the impression that the V 2 fell near the spectators, but the actual distance was four miles. Ordnance experts afterwards declared that the V 2 suffered from a structural defect of the kind frequently encountered by the Germans when launching these missiles against London in the closing stages of the war





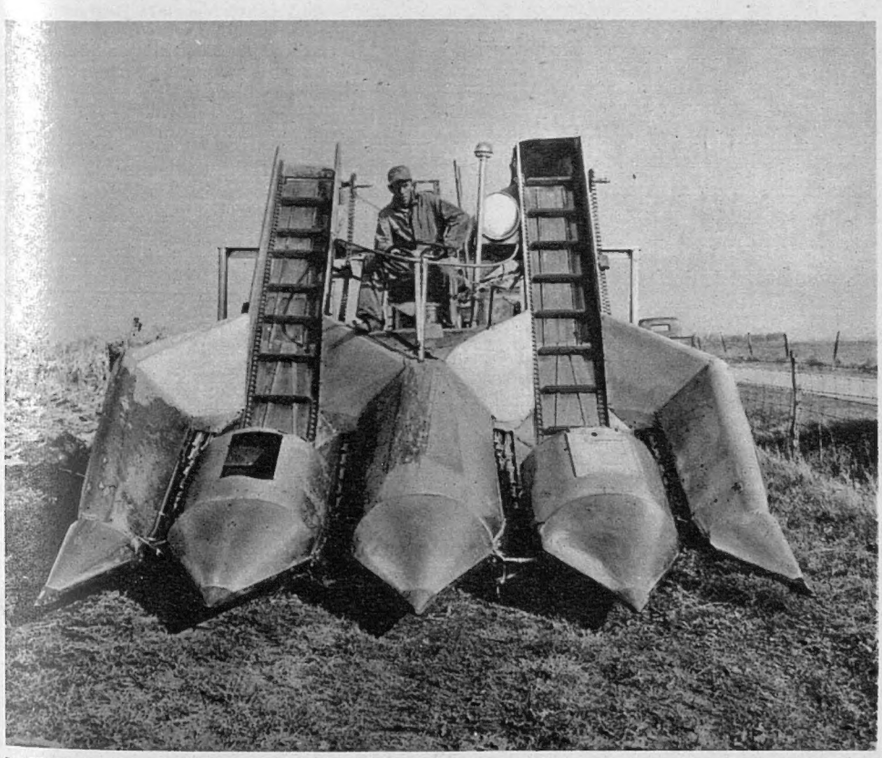
AS THE SMOKE MUSHROOMED SKYWARDS: The last views after the ill-fated V 2 was guided to destruction in the New Mexican Desert

The V 2 rocket, which the German artillery never really learnt to master, although firing it with a degree of precision against London, is now the subject of intensive research by the United States Army. At the U.S. Army Proving Grounds at White Sands, New Mexico, these ex-German rockets, and also improved patterns made in America, are being fired regularly with a view to compiling data with regard to their importance as weapons and their potentialities in meteorological research. For the latter purpose high explosives in the war-head are replaced by meteorological instruments. Sometimes the experiments do not go according to plan, and this story in pictures of the V 2 that took the wrong turning typifies what quite often does happen. Fortunately, the missiles are radio-controlled, and if they lose the original direction ground crews can guide them safely to earth

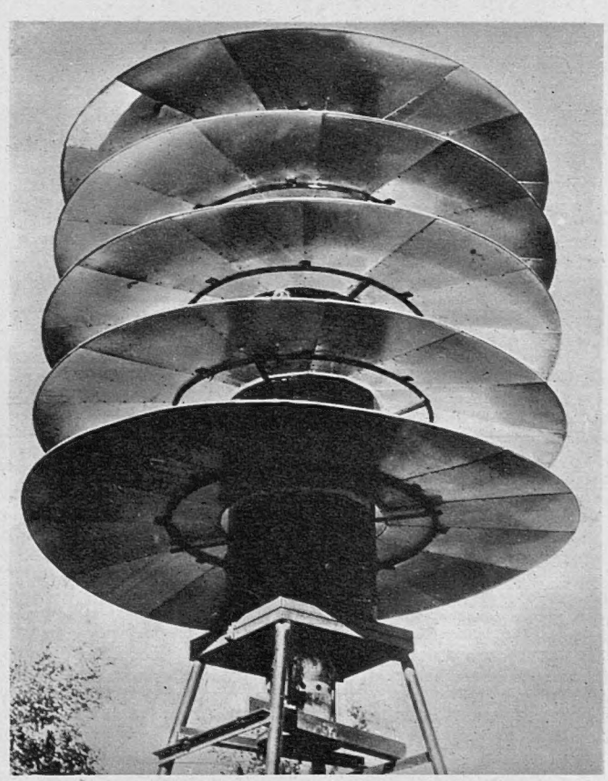
WHEN THE U.S. ARMY JEEP GOES UNDERWATER—ALMOST ENTIRELY SUBMERGED, THE WATERPROOFED CAR CAN FORD STREAMS, "BREATHING" THROUGH THE EXTENSIONS OF THE INTAKE AND EXHAUST MANIFOLDS: The idea is not by any means new, as any British artilleryman will readily testify, and its supreme importance was realised in the closing stages of the war. Deep-water fording kits are now to be standard equipment in the American forces, so that all vehicles can be sure of reaching land in an invasion and of crossing rivers of moderate depth. The kits, containing 125 parts and weighing about 117 lbs., are being made at the Willys-Overland works in America, and they are intended particularly for the Marine Corps. When installed they should allow the jeep to operate in water 1 ft. higher than the hood for a period of fifteen minutes. The largest parts of the kit are the extensions to the intake and exhaust manifolds, which act as breathers for the submerged engine. The distributor and ignition coil are, of course, likewise waterproofed, while there are aviation-type spark plugs and an aluminium carburetter housing. Before D-Day nearly every vehicle in the British Army was waterproofed in this way, and even the mobile radar equipment was able to go ashore on the Normandy coast in the certainty that it would be unharmed by the water. Installing the waterproofing may take a matter of several hours, but it can be removed in a very few minutes

MANY INVENTIONS:

Some Ideas Which Are Being Developed in the U.S.A.



A STREAMLINED MONSTER OF THE HARVEST FIELDS: The four-row corn-picker, its five claws lowered, is ready to go into action on a farm near El Paso, Illinois. Each space between the claws takes a row of corn and strips off the ears, much as a child takes a twig between its fingers and strips off the leaves. This ingenious machine then husks the corn, and the two conveyors carry the picked, husked corn into the truck behind the operator. With six of these machines in action, 200 acres can be harvested in a day. It is also reckoned that one four-row machine can gather as much corn in twenty minutes as a good hand-picker can achieve in eight hours. The Oliver Corn Master, as it is called, is pulled along by a caterpillar diesel, and the diesel also tows the wagon in which the husked corn is loaded. In Illinois the new machines have been welcomed by the farming industry, as the labour force is still small. On some farms there are record crops amounting to 150,000 bushels and more, and the four-row harvester has played a vital part in getting them in before the arrival of winter



TO KEEP THE FROST FROM AMERICA'S FRUIT CROPS: A new heater is tried out at the Michigan State College Agricultural Experimental Station at East Lansing. Using infra-red heat generated by an oil-flame, it is claimed that this apparatus will hold outdoor temperatures in its vicinity at several degrees higher than those prevailing. Engineers at East Lansing are of the opinion that a practical farm unit, capable of protecting an acre of land, may be constructed for less than £20. For a cost of no more than 1s. an hour, producers of fruit and flowers will be able to keep the heater in constant use whenever frost is threatened during the early spring and late autumn months

THE EVIL OF THE TRAVEL DOLE

The Limitation of Money for Foreign Journeys is Leading to Grave Abuses.

By FERDINAND TUOHY

IN the gladsome, albeit undiscerning, year 1937, when the movements of the subject were unfettered, the computation was that some 700,000 citizens of the United Kingdom availed themselves of the right to proceed to the Continent on their divers occasions. The overwhelming majority went as holiday-makers and many visited fellow-countrymen and women resident abroad. Business and other work, search for health, cultural pursuits and study, contributed a few score thousands.

The amount of money these people took out of the country was not to be computed, for the good reason that officials did not go through their pockets before they left. Whatever it was, the Chancellor survived the loss, which was no loss in that it brought perfectly clear return to the country.

This holiday-making abroad and foreign travel refreshed and instructed, forged new friendships and kindled new impulses. It warmed old age and mended damaged health. It took people out of themselves and punctured a deal of vainglorious rubbish. It lighted new lives and loves amid the thrills of winter sport and on the golden grill of Juan-les-Pins. And — let the Treasury ponder—it begat valuable commercial and professional links in addition to the educational and cultural gains engendered.

This freedom to travel where one willed and for as long as one willed or could afford it, put Britain on the map, not always to her advantage, it is true; yet tourists are rarely popular people in themselves, no matter what nation they belong to. Cutting out those worst of all advertisements, day-trippers making Bulloin on a *bateau ivre*, I, as a resident abroad, found a perceptible reduction, towards the end, in the haughtiness and criticism which put some Britons of a previous day well up on the unpopularity list. The improvement I attributed in the main to a growing number of younger people of more attractive, more modest mien, out to enjoy themselves and forgetting teapot manners, and to the sober if uninspiring presence of Workers' Travel Association parties at Lovely Lucerne and kindred first targets.

Now, I have a letter here, from the Southern Railway, dated June 4, 1945, which mentions the hope of an "exodus abroad within a year or two." The idea was that we should have to wait while the Continent recovered and was ready to transport and receive tourists once more. That would be the determining factor in extending the wartime claustrophobia of Britain. Yet we know in the event that those foreign countries which absorbed the great bulk of our travellers abroad, with the exception of Germany and Austria, and partially so of Italy, have been ready for months past to receive tourists, but, with the exception of Switzerland, have not had them from Britain for anything like the old sojourns.

The explanation is incontrovertible. It may be so that 15s. passport crushes and visa queues are more than a nuisance—an imposition on tired folk longing for a different view and ambience after being cooped up in this small island for eight years, most of them. It may be so that exchange rates abroad are a bore and prices high compared with pre-war; that food is here and there scanty and train services a jam.

None of these impediments account for the paucity of Britons abroad, not even the scanty food which can be supplemented by foodstuffs from home, if intelligently chosen. No—the explanation is Mr. Dalton's doling out of £75 pocket-money for a whole year, and it is time the misplaced thrift were ended.

I have heard Americans say "Yeah—Britain can take it. They take anything." I believe there is an element of truth in this and that it becomes obvious in such matters as lying down to this ludicrous pittance. Mr. Charles Morgan recently wrote a memorable article on England in Prison. To me, this is the physical expression of it. It is like being detained during Mr. Dalton's pleasure. Here are any number of people in this country who have had ten years of war in their lives and now are doled out enough pocket-money to enable them to spend two, at most three, weeks of the fifty-two in places they have longed to be! Then back they are hauled. The same with youth straining to sample other lands and peoples for the first time, that glorious experience. The same with consumptives unable to get compassionate extension and whose Dalton pittance runs out before a cure has begun. The same with little old ladies of the Riviera who write to me begging that I do something to enable them to get back to the sun *for more than a month* before they die. The same with many more.

Apart from former residents who earn their living abroad, and satisfy authority that this is so, about the only ones who are allowed to stay any length of time are children at school (£150 p.a.) and people related to the export drive, sometimes not too closely related. Incidentally, the lengths to which this New Britain Building can be carried is exemplified by the protest of engineering and industrial executives at the recent exodus of British tourists to Switzerland—no doubt their voices will be raised again when the winter-sports rush starts in a week or two. These gentlemen, if you please, complained that valuable sterling, which might have been used to import a specialised Swiss machine tool, was being frittered away! One really does wonder, at times, just where this grave new world will end up.

Mr. Dalton's laudable efforts to arrange cheap all-in systems by which people of Labour incomes—clerical, artisan, "working-class"—may enjoy holidays on the Continent and journeys reminiscent of "Strength Through Joy" as far as New York, leave a feeling that the boisterous escaped don with a song in his heart is more interested in getting Socialists a-travelling than in the claims of other income groups to linger abroad—and I am not thinking of expensive globe-trotting and sojourns in exotic lands but of visits to places quite near at hand in Western Europe, an important differentiation which notably affects the amount spent.

There is a distinct class touch about this doleful business which clearly hits most of all certain brands of retired folk and people not necessarily well-to-do but with a little money to spend on their pet hobby. Not when they have paid in full their heavy dues to the State may such people spend more than a tiny fraction of the balance where they wish. Life ebbs and recedes and they are told to stay where they are while Mr. Morrison pushes through the Socialist State at extravagant cost and speed and, into the bargain, by highly risky financial manipulation. It is a new form of liberty to me.

The haste with which money has to be scraped up from every quarter, the selling fury in all directions no matter what some customers may lately have done, account for Mr. Dalton's travel dole which affects various kinds of people besides foreign loungers at a time when Britons are still welcome in many quarters and when their absence is throwing away an exceptional chance. Our cosmopolitanism, which was a strong point, diminishes just when it could be of use in "steadying the works"—thanks to the insight and imagination of men with counting-house minds.

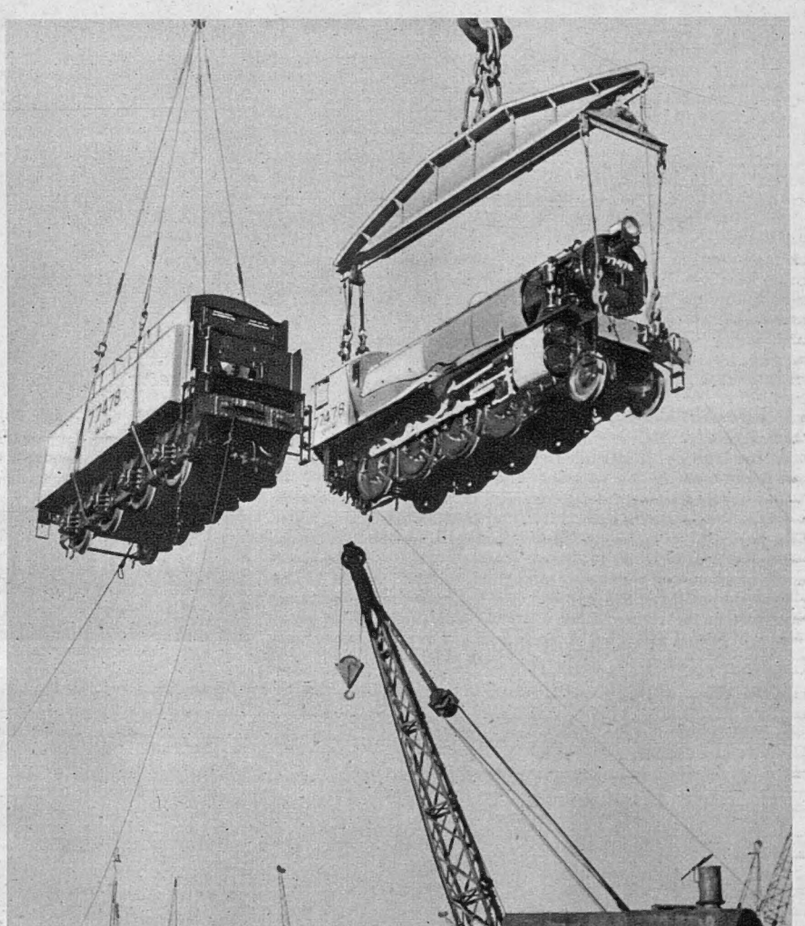
Having just won a war and reputedly saved Europeans, we appear as beggars in their midst and driving curious bargains—all so as to run up the New Britain a month or a year earlier. It is a strange way of pursuing prestige, even trade which was wont to be nurtured by "invisible exports" like tourists. One now arrives at the humiliating point of the Swiss wishing to make weekly pocket-money available to Britons because they have been in the habit either of buying up Swiss goods in a day or two and then skedaddling, leaving Swiss hotel managers twiddling their thumbs, or of changing all their gorgeous £75 at one fell swoop into Swiss francs and crossing the frontier, where many banks will give nearly £150 in pound-notes for said francs, or an even higher value in French francs.

You see the technique? Proceed to Helvetia, feeling as Swiss as William Tell, apple on head. Admire the Righi or Mt. Blanc for a day. Acquire Swiss francs—and spend the rest of your brief escape from Dalton in the sun of the Riviera! To such subterfuges are Britons abroad reduced, when they used to have a reputation for above-board and honesty second to none. On being allowed to visit, specifically, a famous tourist country which agrees to take corresponding imports from the United Kingdom, those on Dalton's travel dole descend to tricks which their parents would have scorned.

There are circumstances in which the £75 traveller knows he or she cannot possibly cover a planned sojourn abroad without cheating the authorities. The authorities know it too as they pass you through. There are tricks and tricks that can be indulged, and the general effect is said to be that more money is drained out of this country—freely by objectionable types—than would be "lost" to the Exchequer if the Chancellor were to double and treble the present annual travel dole. There would still be people able to stay away almost as long as they chose, thanks to friends and "combines" and this and the other, but much of the trickery at present current would be rendered unnecessary.

The Treasury could even save a little by calling off some of their snoopers who—charming innovation—report on the expenditure of flash British visitors.

If, as our officials argue with the Swiss, 106,000 Britons spent £3,000,000 holidaying in Switzerland this year, how much would it cost to restore freedom of movement of the subject in Western Europe to start with? If the sum came to a dozen times the Swiss amount in a year, which I doubt, who says it would all be lost? What of freeing people here from their claustrophobia? What of giving them fresh horizons, educating the mind? What of the reciprocal trade which follows tourists? What of putting ordinary people back on the map abroad—not just dry export drivers? What of lessening the necessity to deceive? What of personal liberty?



THE VITAL AND CONTINUING NEED FOR EXPORTS: An engine and tender being handled by giant cranes at King George V Dock, London, before departure for Hong Kong in the S.S. "Glenogle." Questions have lately been asked in the House of Commons regarding present locomotive exports, as it is felt that large numbers are needed in this country to put our own transport system in order

GUERILLA WARFARE CONTINUES IN SUMATRA: A British Indian armoured patrol fighting back against a roadside ambush in the region of Medan, Sumatra, where there have been persistent attacks by Republican forces of recent weeks. As the cars changed gear on the incline they were met with a burst of rifle-fire from the neighbourhood of the trees—*Drawing by W. G. Whitaker*

Three Current Colonial Problems

SUMATRA, SARAWAK and SUDAN

NEW STATUS OF SARAWAK: The arrival of the first Governor. *Left*—Sir Charles Arden Clarke, who succeeds Sir Charles Vyner Brooke, the White Rajah, seen inspecting a guard of honour on arrival at Kuching, the capital of Sarawak. *Right*—One of the posters put up in many parts of the capital on the arrival of the first Governor. Opposition to the ceding of the territory to Britain as a Crown colony does not appear to have a wide measure of popular support, but it has been organised with some thoroughness

While Lord Killearn has been working at Batavia, Java, as mediator between the Dutch Commission General and the Indonesian leaders, conditions in neighbouring Sumatra appear to have deteriorated rapidly, and there have been persistent attacks by the irregular Republican forces on the British Indian and Dutch positions. This has been particularly so in the region of Medan, and the situation was so serious at the beginning of November that it was decided to send Dr. A. K. Gani from Batavia in order to try to halt the fighting. The situation in Sumatra is all the more regrettable in view of the fact that Lord Killearn, British Special Commissioner for South-East Asia, is able to report good progress, and, apart from the thorny question of the Dutch Crown, there seems to be a genuine basis for agreement in Indonesia. A new figure in the recent discussions has been General Soedirmann, Commander-in-Chief of the Republican Army, who served under the Japanese

THE FUTURE OF THE SUDAN—DEMONSTRATORS MARCHING THROUGH THE NATIVE QUARTER OF OMDURMAN CALLING FOR THE UNION OF EGYPT AND THE SUDAN: A march that ended in sixteen people being taken to hospital with stab and stick wounds—*Drawing by E. G. Lambert*

Since 1899 the Anglo-Egyptian Sudan has been ruled as a Condominium by the British and Egyptian Governments, and this was confirmed under the Anglo-Egyptian Treaty of 1936; but of recent months influences have been at work within and without the Sudan to create closer union with Egypt. The recent pro-Egyptian demonstration in Omdurman was of a most disturbing nature, and after sixteen people had been taken to hospital there was a counter-demonstration by opponents of union, who wrecked a club which is the local headquarters of the pro-Egyptian elements. Subsequently an attack on two anti-Egyptian newspaper offices was effectually prevented by the police. Omdurman has a very special significance in Anglo-Egyptian affairs, being the scene of the overthrow of the Khalifa, who for thirteen years held the country under a desolatory tyranny.

THE AIRPHIBIAN AS A ROADSTER : In its capacity as a motor-car it can do a steady 45 m.p.h. on the public highway, but only seven minutes are needed to convert it for flight, and in the air the flying motor-car has a cruising speed of 125 m.p.h. The machine is the invention of Mr. Robert E. Fulton, Jnr., President of Continental Incorporated, and he was at the controls when it took off recently on the first test trip from Danbury Airfield, Connecticut. All went well, and Continental are now planning to commercialise the Airphibian. The headlights are inset into the aluminium radiator on either side of the propeller boss

AND NOW THE FLYING MOTOR CAR !

The Airphibian Has Its Test Flight In Connecticut

In the Napoleonic Wars the name of Robert Fulton was discussed with bated breath in all the Courts of Europe, for the young American engineer was experimenting more or less successfully with his design for a submarine, and some believed that this might be the secret weapon that would decide the fate of Europe. That dream never came true, but Fulton is remembered as the father of the steamboat. To-day, 150 years later, another Robert Fulton, a descendant of the first, has leapt into the headlines in America and, with his flying motor-car, which he calls the Airphibian, he has made a series of successful trials over Danbury, Connecticut.

Robert Fulton, Jnr., is President and Chief Designer of Continental Incorporated, and he has developed the Airphibian into what may well prove a highly practical commercial proposition. The fuselage and wings of the Airphibian are constructed in one piece, and merely by the disconnection of three locks the cockpit, with engine and four wheels comprising a separate unit, are detached. It only remains to remove the propeller from the propeller boss in front of the radiator and the Airphibian is ready for the road.

AT THE CONTROLS OF THE AIRPHIBIAN : Mr. Robert Fulton, Jnr., with parachute harness attached, seen before taking off in his flying motor-car. The machine has the usual left-hand drive employed by American roadsters and, incidentally, essential for control in flight. *On left*—Mr. Fulton and his son, Robin, seated in the Airphibian after its conversion to road use. It has a double set of instruments on its panel for ground and air work

HITCHING UP ON THE FLYING FIELD AT DANBURY, CONNECTICUT: Mr. Robert Fulton, the chief designer of the Airphibian, demonstrating the method by which the car and the fuselage are joined. The whole operation of connecting the machine for flight takes only seven minutes. Three clamps in the cockpit provide the main link, and the central portion of the wing-span fixes securely into the grooves which can be seen just above the pilot's cockpit. The light wheels supporting the wings are cranked up during flight. The fitting of the three-bladed wooden propeller to the propeller boss takes only a matter of seconds

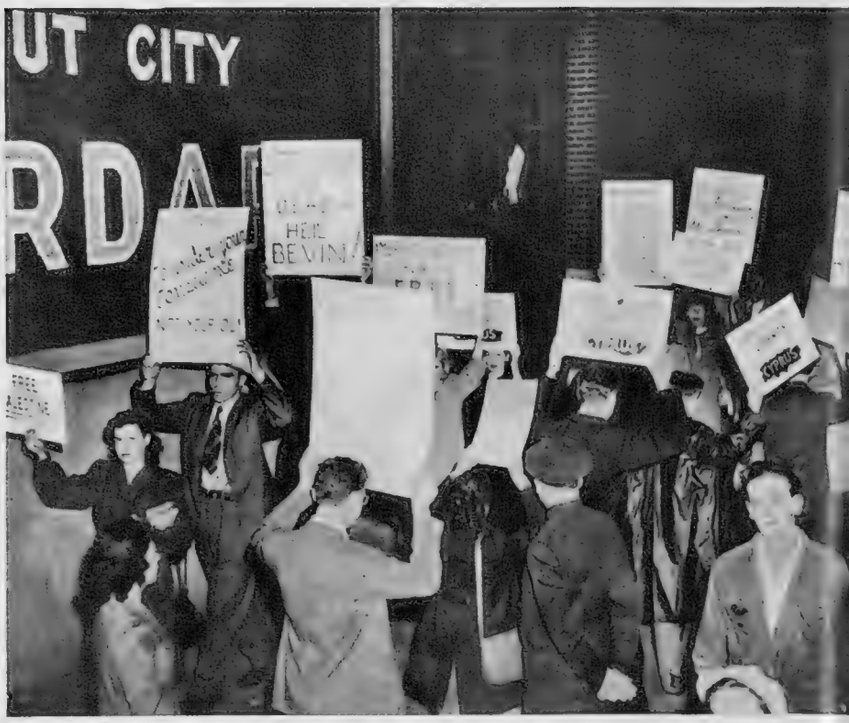
TAKING OFF ON THE FIRST TEST FLIGHT: The Airphibian, with Mr. Robert Fulton at the controls, seen as it left the ground for the first time. Apart from the unusual appearance of the four wheels, the machine has all the aspect of a well-designed monoplane. On the test the machine climbed easily to 5,000 ft. and flew over the lakes and woods near Danbury. It gave every satisfaction in these trials, and it is expected that it will appeal strongly to the week-end flyer

A Survey of Foreign Affairs

BRITAIN MAKES A GESTURE IN PALESTINE

But New York Stages a Hostile Reception for Mr. Bevin; The Mufti Receives an Arab Delegation in Cairo

MR. BEVIN FACES THE NEW YORK PRESS: Britain's Foreign Secretary seen in the library of the "Aquitania" answering the local correspondents when he arrived in America for the Big Four Meeting. While Mr. Bevin was giving his views, members of the so-called "American League for Free Palestine" picketed the dock area, many of them carrying placards intensely hostile to Mr. Bevin's policy. His arrival preceded by several days the news that the British Government had decided to release certain Jewish and Arab leaders



"HITLER HAD DACHAU, BEVIN HAS CYPRUS"—"STREICHER IS DEAD, HEIL BEVIN!" These vi placards were typical of those paraded through the dock area of New York when newly-formed American League for a Free Palestine made known its opposition to British Foreign Secretary. Mr. Bevin was met on board the *Aquitania* by Lord Inverchapel, B Ambassador to the United States, who escorted him from the Customs shed by way of a side entrance. bodies of police were on duty, and few pro-Zionist demonstrators succeeded in getting close to the *Aqu*

A GESTURE OF BRITISH GOODWILL IN THE PALESTINE IMBROGLIO: Mr. Moshe Shertok and his colleagues of the Jewish Agency after their release from Latrun Camp. Mr. Shertok is seen speaking at the Agency headquarters in Jerusalem at a gathering held to mark their release and also the relaxation of the curfews throughout the country

SOME OF THE RELEASED JEWISH LEADERS: Mr. Moshe Shertok, David Hacohen, Mrs. Goldie Meyerson (who acted as hea the Agency while the men were imprisoned), Mr. Hode Schattner, Mr. Itzhak Gruenbaum and Dr. Joseph seen at Jewish Agency headquarters in Jerusalem after leaving Latrun Camp. At the time of their release it was pointed out in Lo that the whole success of this policy of relaxation depended on the J Agency's ability to curb the activities of some of the wilder spirits. U tunately, terrorist acts were reported on the very day following the re and on November 5 a train was blown up on the outskirts of Tel

THE MUFTI OF JERUSALEM RECEIVES VISITORS FROM PALESTINE: The Arab leader interviewing a delegation at his home in Cairo, where he has been granted sanctuary by King Farouk of Egypt. After the recent release of the Jewish Agency leaders and certain detained Arabs, there was criticism in the Arab Press that the British Government had made no mention of the Mufti and that not all Arab exiles living abroad had been automatically amnestied by the new orders

BRITAIN AIDS THE MECCA PILGRIMS: A banner displayed in the fruit market at Beirut announce the special arrangements made on behalf of those wishing to visit the Holy The inscription reads: "We have the honour to announce to pilgrims to the Holy Land of the Hejaz Great Britain has put at their disposal this season the *Empire Anvil* to carry them via Beirut to Jeddah di and then return. Agents in Syria and the Lebanon Emile Nadim and Co. First trip on the 17th

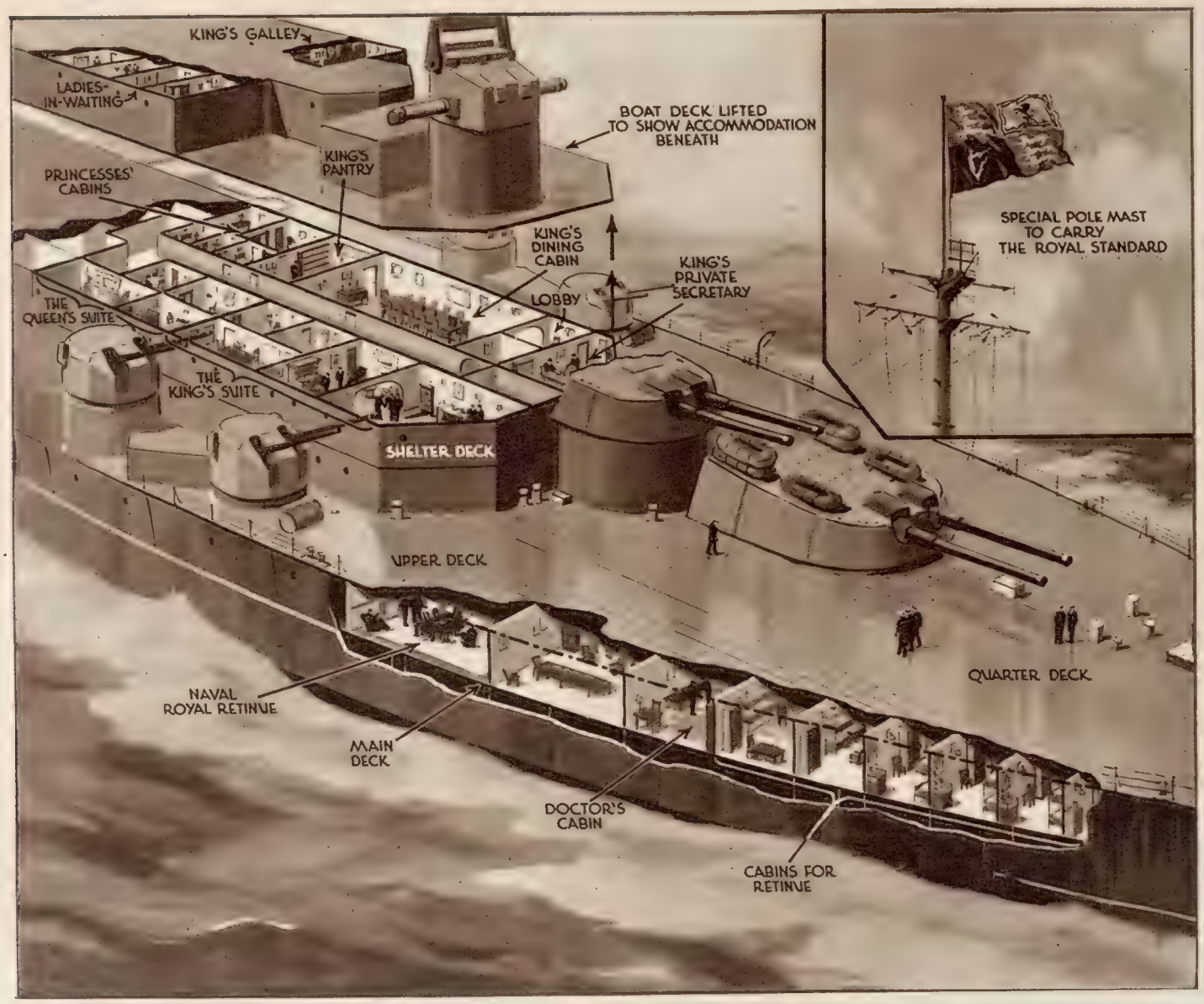
T THE HORSE DID NOT LIKE IT! The huntsman blows his giant horn to summon the riders to the meet, while his mount registers disapproval. A picturesque scene in the fields outside the little Flemish village of Waeregem on the occasion of the celebration of the hundredth anniversary of the "Rallye Hunting Club."—After a gathering at the village church followed by the distribution of St. Hubert's bread, the cavalcade of huntsmen and riders moved off to the draw

THE CARETAKER OF THE DODECANESE: Brigadier C. H. Gormely, Chief of the British Military Administration in the islands, seen in his office at Rhodes. Since 1945 Brigadier Gormely has had the task of looking after these islands, which played such a vital part in Italian strategy in the Mediterranean War and have since been the subject of deadlock at the conferences of the Foreign Ministers. The Allies have now agreed that the Dodecanese shall be returned to Greece, the Russians having withdrawn their original demand for a naval base in the islands. The Dodecanese stretch for 120 miles along the Turkish Anatolian Coast and they have an almost entirely Greek population. They were annexed by Italy in 1912

VING OFF TO DRAW AT THE ANNIVERSARY MEET OF THE RALLYE HUNTING CLUB: Riders and hounds crossing the stubble fields following the gathering in the old Flemish village of Waeregem. The Rallye Club has been in existence one hundred years, but it no longer meets with regularity

EMPEROR HIROHITO GOES AMONG HIS PEOPLE: Nine-year-old Yutaka Tanaka, third-grade student of Kyomachi Primary School, stands erect and does some of his best reading as the Emperor enters the schoolroom. Hirohito was engaged on a six-day tour of inspection through the Prefectures of Aiichi and Gifu. These journeys have been very much encouraged by General MacArthur, who is of the opinion that the more the Emperor goes among his people the sooner will the myth of Imperial divinity be eradicated throughout Japan

MICHAEL WATTERS HAS A MISSION: The uncrowned King of the island of Inishmurray off the North Coast of Sligo, who has been paying a visit to the Irish Land Commission in Dublin to request that arrangements be made for the migration of the islanders to the mainland. The island, which is one mile long and half-a-mile wide, lies six miles off the coast and it has no roads, no clergy, no police, no magistrate, no doctor, no rates, no rats and no public-house. Michael Watters, unlike his neighbours, is a much-travelled man, and on one occasion he visited the United States in company with his wife. Some of his subjects, on the other hand, have never set foot on the mainland



ADAPTING H.M.S. "VANGUARD" FOR HER SOUTH AFRICAN VISIT: A sectional drawing showing how Britain's newest battleship has been converted for the use of the Royal Family on their forthcoming visit to the Union. The King and Queen will have adjoining suites in the after-superstructure on the shelter deck, the apartments normally occupied by the Admiral and his staff. Most of the furniture for the King's use is being taken temporarily from the Royal yacht

News From the Sea

THE 'VANGUARD'S' AFRICAN JOURNEY

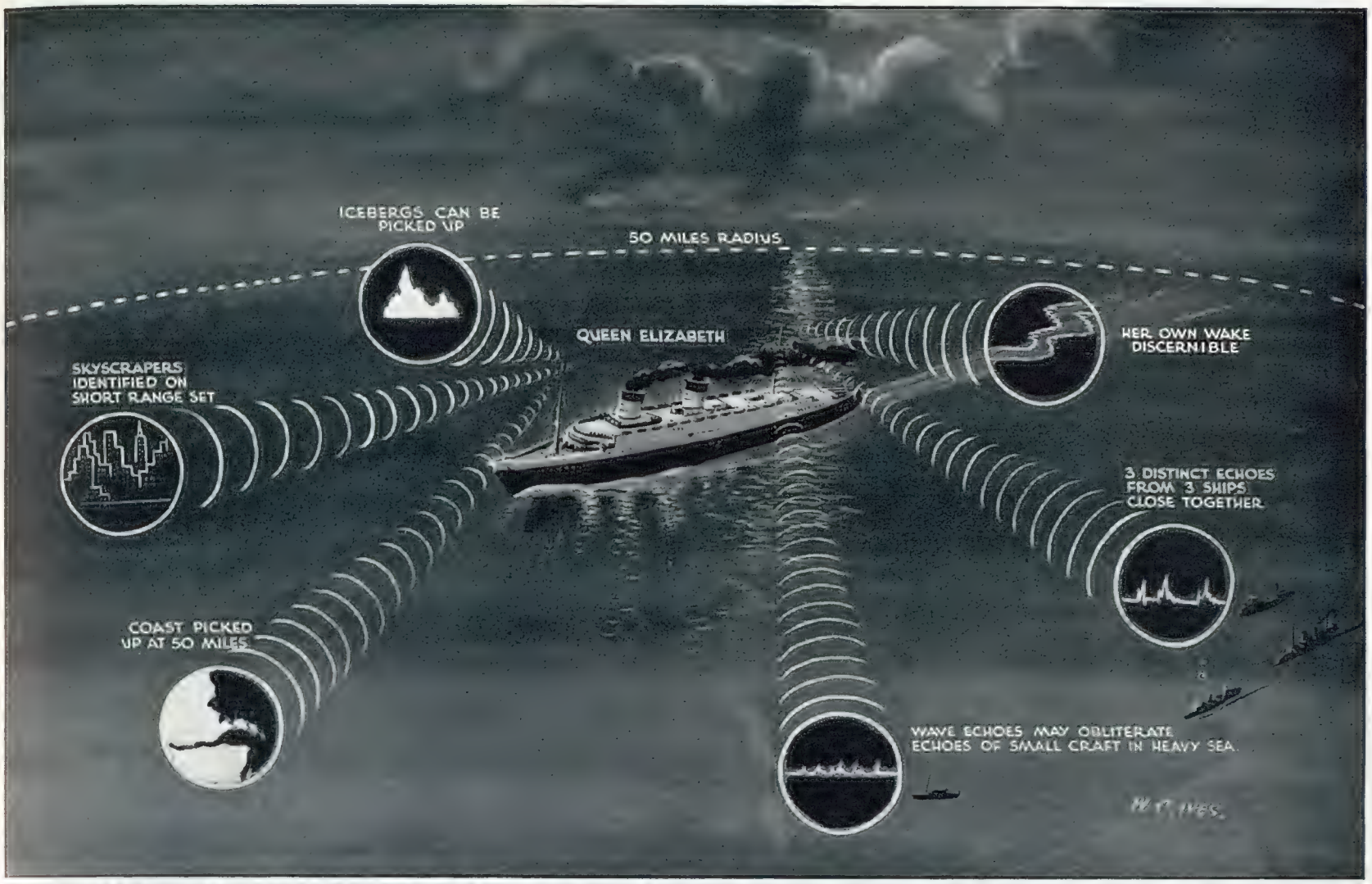
The "America" Returns to Service: A Portsmouth Memorial

H.M.S. *Vanguard*, which was only completed this year and is Britain's most modern warship, has for some time past been in the hands of an army of carpenters, painters and furnishers, who have been adapting her for next year's visit to South Africa by the King and Queen and the Princesses. The Royal Family will leave England in February and they will travel out to Cape Town in *Vanguard*. While in South Africa they will journey from city to city and town to town in the four Viking aircraft forming the King's Flight. The accompanying diagram shows how the Admiral's quarters in the battleship have been adapted for the use of the Royal Family, and their retinue will be accommodated on the deck below. Members of the Household will mess with the King and Queen, but they will have their own smoking-room

(Drawing by S. E. Beck)

THE UNITED STATES' LARGEST PASSENGER LINER RETURNS TO CIVILIAN LIFE: The "America" arriving at Norfolk, Virginia, after conversion from a troop transport. The *America* was built in August 1940, too late to enter the Transatlantic passenger service, but, as the transport *West Point*, she travelled some 500,000 miles with 350,000 Servicemen. She has been converted at a cost of 7,000,000 dollars, and she was due to start her maiden passenger voyage from New York on November 14. Since last February the U.S. Maritime Commission has been seeking a purchaser for the *America*, and they have also been exercised with regard to the future of the *Normandie*. It is possible that the *Normandie* will be scrapped

On right—**ADMIRALS ALL: The banners of Madden, Jellicoe and Keyes hanging in the aisle of Portsmouth Cathedral. That of the late Lord Keyes, one-time Chief of Combined Operations, is the latest addition, and it was placed in the Navy Aisle at the beginning of November on the occasion of the visit of Admiral Sir Geoffrey Layton.** At the same time Sir Geoffrey unveiled a memorial to the officers and men of H.M.S. *Isis*, a Portsmouth-based destroyer which was sunk by a mine off the coast of Normandy in July 1944 after engaging in artillery action against shore targets. Only one of her officers and very few of her crew survived in the heavy seas prevailing at the time



THE "QUEEN ELIZABETH" SEES FIFTY MILES BY RADAR — FROM THE NAVIGATION ROOM OF THE GREAT LINER RADAR ECHOES REFLECT THE IMAGES OF PASSING SHIPS, ICEBERGS, THE APPROACHING COAST, AND EVEN HER OWN WAKE: A diagrammatic sketch illustrating the value of radar as an aid to navigation—*Drawing by W. C. Ives*

Sir Robert Watson Watt, the man who perfected radar in Britain and adapted it to the needs of our anti-aircraft defence, journeyed to New York in the *Queen Elizabeth* on her maiden voyage as a passenger ship, and he was able to see her modern radar installation at work, picking up the Nantucket Light and the New York skyscrapers as the great vessel approached the American coast. Although the installation is by no means infallible, much sea clutter sometimes being produced on the cathode-ray tube by reflection from waves, the liner's radar has immense powers of discrimination, and even her own foremast rigging is observable on her radar screen. "For navigation in harbours and along a coastline in poor visibility, for protection against collision and detection of icebergs, radar is the greatest navigational aid since the mariner's compass," Sir Robert has declared. "A vital necessity is that all equipment must be standardised on all ships so that officers are always familiar with the installation. To be 100 per cent. efficient it must be as internationally standardised as the sextant"

THE "TREPASSEY" SAILS SOUTH:

The Colonial Office has selected twelve young scientists—all single, tough and not afraid of loneliness—for two years' Polar research in the region of the Falkland Islands and its dependencies on the fringe of the Antarctic. Most of the men are university graduates, including biologists, weather men, geologists and map-makers, and last week they left London Docks in the 350-ton research ship *Trepassey*, which Britain has chartered from the Newfoundland Government. The twelve are going out to relieve the same number of men, mainly naval officers, who have carried out scientific research in the Falklands for the past two years, working throughout in conditions of wartime secrecy. The *Trepassey* was built last year by the Newfoundland Government, and she incorporates many features of the celebrated *Discovery*. For obvious reasons, she is of all-wooden construction, as metal would create insuperable magnetic problems for the scientific workers.

The Falklands, which rank as a British Crown colony, lie about 320 miles east of the Strait of Magellan, and 1,000 miles south of Montevideo. The principal island has an area of 3,000 square miles. It was first colonised by the French in 1763, taken by the Spaniards in 1767, and ceded to Britain in 1771.

THE "TREPASSEY" SETS OUT FOR A TWO-YEAR SOJOURN IN THE ANTARCTIC: The 350-ton wooden motor-vessel leaving London Docks at the start of the voyage which will take her to the Falkland Islands and the remote whaling stations of the far south. On board are twelve young scientists, botanists, geologists and meteorologists, and they are going out to relieve the same number of men, mainly naval officers, who are now in the Falklands. The "Trepassey" bears her port of origin (St. John's, Newfoundland) on her bow and at her stern. She has been chartered for the trip by the British Government from the Newfoundland Government

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EARLY VICTIMS OF THE M.C.C. ATTACK: Tamblyn and Meuleman, Victoria's opening pair, going out to start the innings. They scored 5 and 2 respectively, Tamblyn being caught and bowled by Wright. Victoria never recovered from this bad start, producing only 189 runs

VOCE BOWLING TO HASSETT: The Nottinghamshire bowler, who brings the ball fast off the pitch and is a persistent attacker of the off-stump, seen in action during the M.C.C. match against Victoria, which resulted in the touring team's first important win. The batsman on the right is Tamblyn

M.C.C. BEAT VICTORIA

Brilliant Play Against the Powerful State Side at Melbourne

The M.C.C. recorded their first considerable victory of the Australian tour when they recently defeated at Melbourne the strong Victorian State side which A. L. Hassett led against them. In the Sheffield Shield contest Victoria play very much of a Yorkshire role, and the team that beats Victoria usually wins the championship. It was a thoroughly convincing win on the part of the tourists, showing that our men are coming right to the peak of their form just as the Test matches are approaching, and Australia is now hastily revising its original estimate of the M.C.C. team. The English stars in this match were Hutton and Compton, who both scored brilliant centuries, and Wright, whose bowling took advantage of all the life in the pitch. The team's smooth and keen ground fielding clearly delighted the great crowd, which thronged the Melbourne ground, and their backing up of Yardley, when runs were needed and wickets were of secondary importance, showed that they have the real team spirit.

The match attendance was 64,000 and the receipts were £4,738, but when the Melbourne Test takes place and Bradman makes his reappearance, ground records are almost sure to be broken

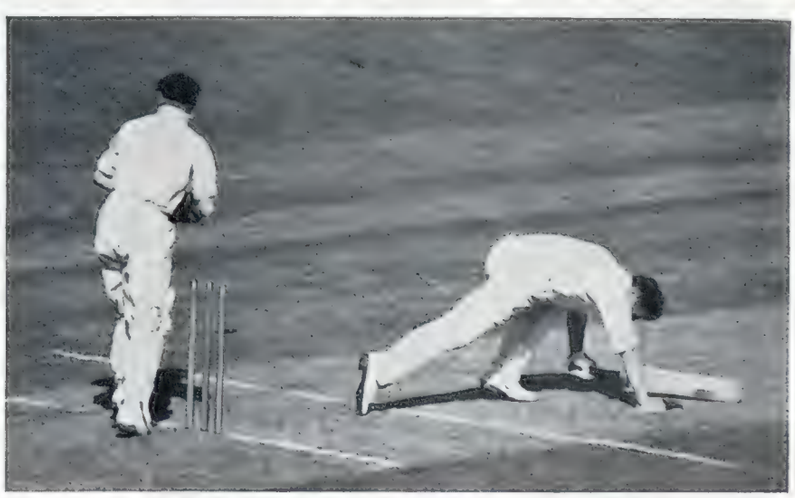
THE M.C.C.'S MOST CONSISTENT WICKET-TAKER: D. V. P. Wright, whose leg-breaks have brought him 24 wickets at an average of 13 runs, taking his run up to the crease in Victoria's first innings. Wright has an unusual action and bowls with immense venom on any pitch which has some life in it. He is obviously one of our key Test men

IT WAS A CERTAIN FOUR! Hardstaff watches Johnson make a brilliant save in the slips when expecting the ball to go all the way to the boundary. Up to the time of writing, Hardstaff has not found his form on the present tour, and in this match he was unluckily out at 15 in the first innings and 21 in the second when seemingly having his eye in. At his best, Hardstaff's forcing batsmanship is a delight

ACROBATICS ON THE MELBOURNE GROUND : *Left*—Compton falls full length when making a vain effort to stop a ball snicked through the slips by Hassett, Victoria's captain. The latter played really attractive cricket and he is tipped as Australia's next Test captain when Don Bradman eventually retires. *Right*—During the same Victorian innings the incident was repeated again, only this time Harvey was the batsman and it was Yardley who fell full length in trying to make the save. The wicketkeeper and the other two fieldsmen, it will be noted, are in almost the same positions as in the picture on the left

DENIS COMPTON AS A BOWLER : One of our most dashing performers with the bat bowling to Harvey in the first innings. Compton bats right-handed and bowls left-handed. His fielding is superb

RING MAKES A "BLOB" : One of the Victorian tail-enders ruefully gazes down on his wicket after succumbing to the wiles of Wright. Ring is an effective bowler, and had the distinction of getting Denis Compton's wicket in both innings



TWO HITTERS WHO DELIGHTED THE MELBOURNE CROWD : *Left*—Hassett, Victoria's captain, smiting a ball to leg when scoring a noteworthy 57 in Victoria's first innings. He hit six fours. *Right*—Compton narrowly escapes stumping during his dashing display in the M.C.C.'s first innings. He made 143 in quick time, thus scoring his second century of the tour and bringing his total of runs to over 500. He will probably go in second wicket down in the Test matches

AS SUMMER TURNS TO AUTUMN—THE FIRST EXODUS OF THE BIRDS: A scene in the English countryside as the swifts and swallows congregate before their departure for warmer climes. In September the emigration of swifts is at its height, and the last swallows usually leave before the end of October, their vanguard often appearing as far south as Capetown about the same time. This year a few swallows have been reported in November, but those that linger late usually pay the penalty of their incaution. The swallow holds a high place for speed in flight, but it is outdistanced by the swift, which, although in part resembling the swallow, is not a true blood relation—*Drawing by Roland Davies*

The Annual Miracle of AUTUMNAL MIGRATION

When the Starlings Rally, and the Swallows and Swifts Fly South

In October countless millions of migratory birds are on the move in North-Western Europe, and as our summer visitors—the birds which nest here but seek more congenial winter quarters—fly away in their great droves, others come to take their place. This influx of the hardier travellers, who come to find winter quarters in the British Isles, occupies the whole of October and November. They cross the sea in vast hordes from Scandinavia, Russia and the Baltic shore, and foremost among them are the starlings, who join the British-born starlings who perform at most local movements within the country. By the end of October England sees birds quite unknown in summer, and Londoners may note the arrival of the redwing and the fieldfare, two members of the thrush family, and the brambling, which may be seen in flocks with other finches in such places as Epping and Windsor

THE STARLINGS RALLY IN THEIR TENS OF THOUSANDS: A dense cloud of migrants blotting out the sky over Hickling Broad. At this season of the year the starlings in this country forsake their individual family life and forgather in the best feeding-grounds. At the same time they are joined by others of their kind, who make long journeys and reach these shores in enormous numbers, some of them coming from the Baltic breeding-grounds

WHEN THE BIRDS FLY SOUTH—A SKETCH-MAP ILLUSTRATING TWO PHASES OF THE REMARKABLE BIRD MIGRATION WHICH TAKES PLACE ANNUALLY BETWEEN NORTHERN EUROPE AND THE SHORES OF AFRICA: The white arrows on the left show the path taken by the swallows and the swifts as they begin their annual migration to Africa, which takes many of them as far south as Capetown. Although the swallows reach South Africa during the breeding season, it is a remarkable fact that they do not breed during their stay. The arrows on the right show the path taken by the great cranes of Sweden. They have been traced in their migration right to the marshlands at the headwaters of the Nile

THE STARLINGS CONGREGATE ABOVE THE STUBBLE FIELDS : As evening draws near they wheel in great circles about the countryside. In November starlings from other and colder European countries come to join their kin in Britain, and the evolutions of the great flocks which resort nightly in winter to particular roosting-places are often most spectacular. It has been found that a large proportion of starlings which come to Britain in the winter return in summer to the southern shores of the Baltic. A considerable number go to Lithuania

NEW ARRIVALS GATHER ON A TELEGRAPH-POLE : Migratory starlings who have crossed the North Sea to winter in England, taking the place of the many birds who have flown south in search of a second summer. *On right*—A remarkable sight at Charing Cross showing how the starlings use the monument as an autumn roosting-place. Their annual invasion of London never fails to take place, and they seem to have a good eye for architectural detail. Another favourite spot, noted by London birdwatchers, is the tower of Southwark Cathedral

THE SPEAKER OF THE HOUSE OF COMMONS IN HIS ROBES OF OFFICE: Colonel Clifton Brown seen in his library before attending the State Opening. For the occasion, the homeless House of Commons withdrew from the Lords, where they have been accommodated since their own Chamber was destroyed by bombs, and the twin thrones took the place of the Speaker's Chair

PAGEANTRY RETURNS TO LONDON

Old-time Splendour at the State Opening of Parliament

HE BORE THE KING'S STANDARD: Lieut.-Colonel William Gibbs, one of the Exons of the King's Bodyguard of the Yeomen of the Guard, seen outside the Houses of Parliament at last week's Royal opening, when Londoners witnessed once again the old-time pageantry that was missing throughout the war years. The Yeomen of the Guard were founded by Henry VII in 1485 after the Battle of Bosworth, and consisted originally of his private guard of men who had helped him to the throne. They are not to be confused with the Honourable Corps of Gentlemen-at-Arms, which was originated by Henry VIII to rival the bodyguard of Francis I

THE ADJUTANT OF HIS MAJESTY'S BODYGUARD OF THE HONOURABLE CORPS OF GENTLEMEN-AT-ARMS: Lieut.-Colonel Vivian arriving at the entrance to the Houses of Parliament for the State Opening. The Gentlemen-at-Arms act as the "nearest" guard to the King at all State functions. The Corps is composed of officers of distinguished service from the Regular Army

THE IMPERIAL CROWN HAS ITS PLACE IN THE STATE OPENING: On its velvet cushion it is carried by the Lord Chamberlain's Secretary from St. James's Palace and it is placed in the coach. The Crown on its journey to Westminster is escorted by the Household Cavalry. The attendants accompanying the Crown, with the letters "G.R." emblazoned front and back upon their scarlet uniforms, bear such titles as the King's Bargemaster

THE JUDGES IN THEIR ROBES : A distinguished group gathered at the entrance to the House of Lords after attending the Royal opening. Why the law officers are present is a debatable point, but Anson thought they represented the last vestige of that problematic medieval body, the Ordinary Council

THE KING'S "NEAREST" GUARD : The wind playing with the plumes of members of His Majesty's bodyguard of the Honourable Corps of Gentlemen-at-Arms as they awaited the arrival of their cars after the ceremony at Westminster. The Gentlemen-at-Arms are conspicuous figures on all State occasions, and they stand closest to the person of the King in accordance with the dictates of Henry VIII, who founded the Corps in rivalry to Francis I

THE BEEFEATERS MAKE THEIR TRADITIONAL TOUR OF THE WESTMINSTER VAULTS : The Yeomen of the Guard marching through the corridors of the Houses of Parliament before searching the vaults in accordance with their annual practice since the Gunpowder Plot. This year their search, although still of a ceremonial character, had more than a touch of realism, as the news became known in London that members of the Stern Gang, which has terrorised Palestine for so long, were planning to interfere with the State Opening of Parliament

A LONDON PIKEMAN REAPPEARS IN THE CITY : This picture was not taken at the Opening of Parliament, but during the less formal civic pageantry of the Lord Mayor's Show, when Sir Bracewell Smith was installed in London's highest office

THE LOCKHEED CONSTITUTION ON HER FIRST TRANS-CONTINENTAL FLIGHT—AN ARTIST'S IMPRESSION OF THE 92-TON TRANSPORT : This is the largest aircraft ever built for the United States Navy, and it has been shrouded in secrecy for three years. A notable feature of the design is the central positioning of the wings. Man-size tunnels within the wings permit the engineers to carry out adjustments in flight—*Drawing by Roland Davies*

WINGS AND THE GIANT AIRCRAFT

Their Mid-Fuselage Position, a Notable Feature of Current Design

In these days of high-speed flight—in which designers are seeking to answer the problems of supersonic speed—and of commercial flight—in which designers both in Britain and the United States are tending to build bigger aircraft—the aerodynamics, stiffness and weight of wing construction are becoming subjects of increasing attention. With regard to the new and heavier aircraft—the air-liners of the Queen Mary class—a noticeable feature is the situation of the wings, and even the layman does not fail to notice that they occupy a much more central position than in older air-liners. In the Brabazon I, the British giant under construction near Bristol, in the 92-ton Lockheed Constitution, and in the Consolidated Vultee B-36, this characteristic is most marked. In the B-36, the world's largest land-based bomber, the cockpit projects far in front of the gracefully-swept-back wings, and the pilot is free from the noise and vibration of the engines. The main landing-wheels come under the wings and will take the bulk of the weight. The development of a wing for any particular aircraft is a task involving the most abstruse mathematical calculations, and the "weight engineer" has a big responsibility in allocating weight percentages for the components, such as spars, ribs, skin, paint, and cover-plates. One pound weight saved in the structure of a commercial plane may be worth as much as £10 a year in revenue to the operating company.

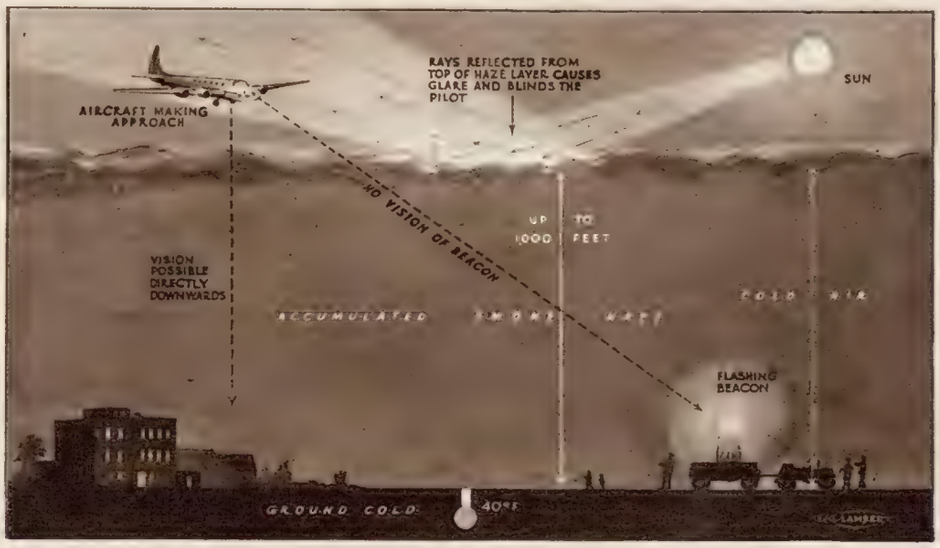
THE BIGGEST LAND-BASED PLANE IN THE WORLD—THE CONSOLIDATED VULTEE B-36, ANOTHER MACHINE WITH ITS WINGS CENTRALLY SITUATED IN THE FUSELAGE AND THE PILOT'S COCKPIT REMOTE FROM THE SOUND AND VIBRATION OF THE ENGINES : The wing-span of the B-36 is 230 ft., compared with the 141 ft. of the Super-Fortress, and it has a maximum range with bomb-load of approximately 10,000 miles. It is powered by six 3,000-h.p. engines and the civilian version could carry 200 passengers. It is of much the same size as the Brabazon I, now completing at Filton, both having a wing-span of 230 ft.

CITY SMOKE IMPERILS AIRPORT LANDINGS

At the beginning of November widespread fog in Southern England dislocated road, rail and air traffic, drawing attention in particular to the hazards of the pilot, who has to be ready to cope at any time with smoke haze engendered by big cities. Flying men, indeed, dread the wind-shift, which will bring a belt of smoke from an industrial area across the airfields. The path of the smoke from London when the wind is south-easterly is shown in the drawing on the left, and it will be seen how it affects the important airfields to the north-west of the city. Such a smoke-belt normally extends its influence for a matter of 40 to 50 miles. The evening and early morning are the worst times. As the earth cools off at sunset, the rising currents of hot air from the ground die away, and the smoke particles settle down just as mud settles out of water. The smoke-layer so formed varies considerably in depth, but a rough average may be given as about 1,000 ft. As a result of this settling-out process, visibility may deteriorate in half an hour from three to four miles down to 1,000 yards or less, conditions which make landing for all but the smallest aircraft either very hazardous or impossible. By early morning the visibility may have deteriorated still more as a result of condensation of atmospheric moisture on the particles of smoke, and a "black-out" of airfields over a wide area, such as occurred on the first Saturday in November, may result.

A pilot flying above the smoke-layer in early morning when the sun is low is dazzled by reflections from the top of the layer and this is illustrated in the drawing below.

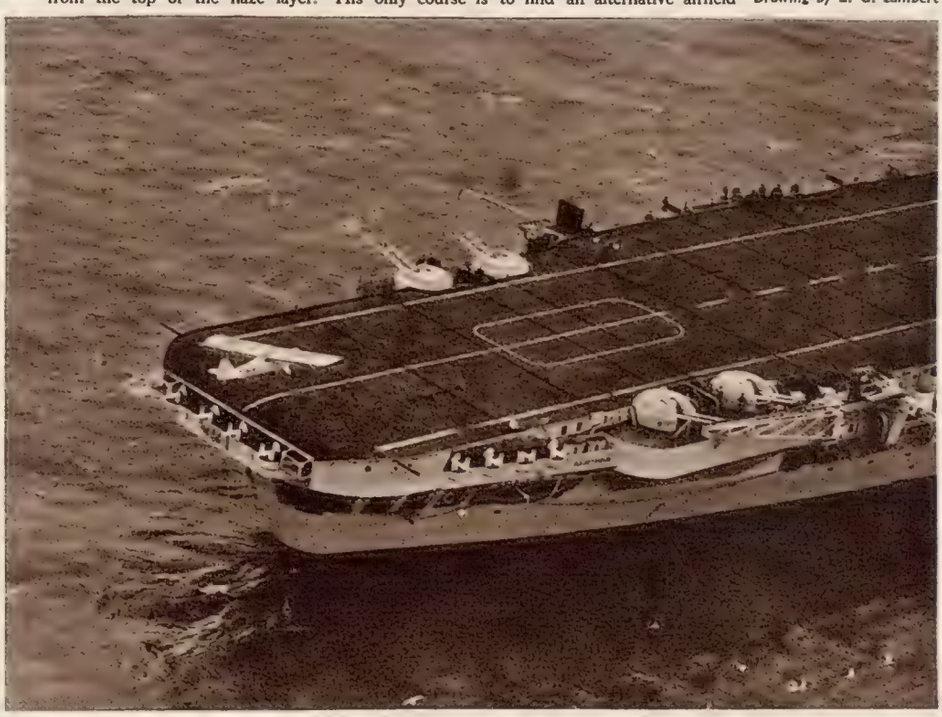
DAY INTO NIGHT AT THE LONDON AIRPORTS: The sun has heated the earth through the prevailing fog and the rising currents of hot air have carried the smoke into upper regions, making an even denser layer. The early November black-out of London aerodromes was typical of these conditions so dreaded by pilots—*Drawing by E. G. Lambert*



PERILS OF EARLY-MORNING HAZE: Another diagrammatic drawing illustrating the effect of the accumulated smoke on landing conditions at an airport. The pilot, flying above the smoke layer, is unable to locate the airport beacon. He may be able to see directly downwards, but the greater thickness of the layer along the diagonal line reduces visibility. In addition, he is dazzled by the reflection of the sun from the top of the haze layer. His only course is to find an alternative airfield—*Drawing by E. G. Lambert*

PLANE AND PILOT PART COMPANY: This dramatic picture was taken above Lakehurst, New Jersey, as Lieut. A. J. Furtek, a U.S. Navy flyer, was automatically ejected from his machine at a height of 5,000 ft. above the ground. He was testing a new type of pilot-ejection seat designed to hurl the pilot from his machine so that he can use his parachute without any danger of it being fouled on the craft or of being hit by the tail section of the plane as he bales out. The Americans are claiming that the idea is completely new, but readers of THE SPHERE will doubtless remember reading some months ago details of very successful British experiments in this direction

WITH POWER AT HER WING-TIPS: A North American Mustang (P-51) in flight above Dayton, Ohio, during the aerial show at Wright Field given by the Institute of Aeronautical Science. The plane has two Ram jet engines, one at each wing-tip, and they give the machine an additional boost after standard engines have given the initial velocity. The Ram jet has been described as "a stove-pipe with a fire in it"



A CARRIER-LANDING BY A CIVIL AEROPLANE: A three-seater Auster slips in over the stern of H.M.S. "Illustrious" in the English Channel. This is believed to have been the first landing by a civil aircraft on the deck of a carrier. The Auster belongs to *The Aeroplane*, the well-known aviation journal, and it was piloted by a member of the journal's editorial staff, Mr. R. G. Worcester. Carrying a staff photographer, the plane flew out to meet *Illustrious* in the Channel and made a normal landing in a 25-knot wind without the aid of arrester-wires. At the conclusion of the visit, the Auster took off successfully

HOME NEWS in PICTURES

TO CELEBRATE THE QUATERCENTENARY OF CHRIST CHURCH : This picture was taken in Wolsey's Hall when the tradition of play-acting at the College was revived and Shakespeare's "Henry VIII" was presented to mark the 400th anniversary. The part of Wolsey was played by Michael Howard, who gave a most authoritative performance, while Michael Evans was impressive as the King

Christ Church, Oxford, that strange mixture of Cathedral Chapter and University College, is now celebrating the 400th anniversary of its re-foundation by Henry VIII, and it was only fitting that to mark the occasion the tradition of play-acting in Wolsey's Hall should be revived. Last week's presentation of *Henry VIII* was most impressive, and the hall, with its panelled walls adorned by old portraits, provided a perfect framework for the Elizabethan drama.

On two occasions it is recorded that Queen Elizabeth spent a week at Christ Church and witnessed undergraduate plays performed in her honour. James I appeared to be bored by the plays chosen for his pleasure, but some thirty years later Charles I and Queen Henrietta took the liveliest interest in all that they saw, including the first movable scenery ever employed on any stage

CHRISTMAS-TREES FOR THE LONDON MARKET : Men at work in the Lakeland water-supply area of Helvellyn filling the gaps with nursery plants after digging up four-year-old trees for Christmas sale. Each year some of the trees are sold, but replacements are always made, as this forest-land plays a vital part in ensuring a gradual run-off of rain-water, minimises evaporation, and prevents silting up of the lake. The trees are of Norwegian spruce and, once established, they grow at the rate of a foot a year. Left alone, they would reach maturity in seventy years. Large thinnings are used for pit-props, and the lighter timber makes good flooring

THERE ARE HUNDREDS OF TREES ON THIS LORRY AND THERE IS STILL ROOM FOR A FEW MORE : Christmas-trees loaded outside a plantation in the Helvellyn district. Some of the trees are only 18 ins. long, but the larger ones are 35 ft.

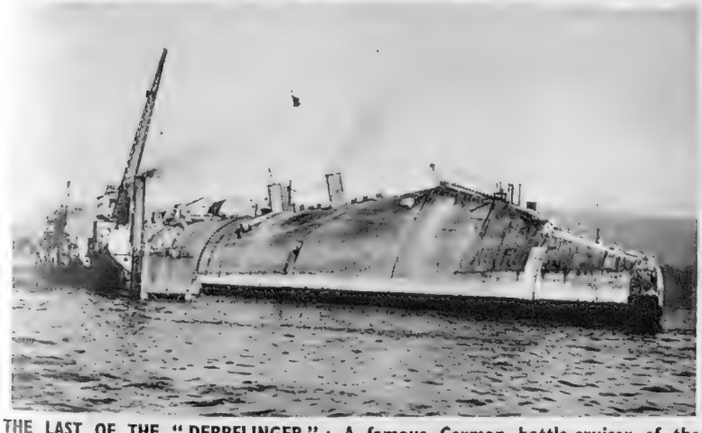
TRANSFORMING HEAPS OF UNWANTED SLAG INTO EFFECTIVE HOUSE-BUILDING MATERIAL—SCOTLAND HAS AN IDEA FOR REPLACING HER LOST HOMES : Stacking finished building blocks of foamed slag (*left*), and the lower storeys of houses at Clydebank built from the new material (*right*). The slag is taken from some of the numerous heaps which disfigure the industrial Lowlands, and it is treated at the Tollcross works of Messrs. Colville, where it flows from the giant blast-furnaces in molten streams. After being cooled and crushed, the foamed slag is mixed with cement and then formed into building blocks. By operating with foamed slag, builders are able to work at speed, and it is expected that a large proportion of Clydebank's seven thousand blitzed houses will be rebuilt in this way. It has been suggested that similar schemes should be employed in South Wales, where there is any amount of raw material

REVIVING AN OLD SUSSEX INDUSTRY: Mr. V. E. Mahler with some of the remarkable wrought-iron work which he helps to make at the forge in Lyon Street, Bognor Regis. The tradition of wrought-iron craftsmanship in Sussex is one of long standing, but until Mr. Gower and Mr. Mahler started business in the county about fifteen years ago, it had tended to languish, the Victorian era and the emergence of mass production methods having affected the demand for such work. Table-lamps, kerbs, fire-dogs, and, indeed, any form of ornamental work are fashioned by these two craftsmen, and as their skill becomes better known, orders are coming in from many parts of the country. Sussex hand-made iron work is even playing a part in our developing export trade

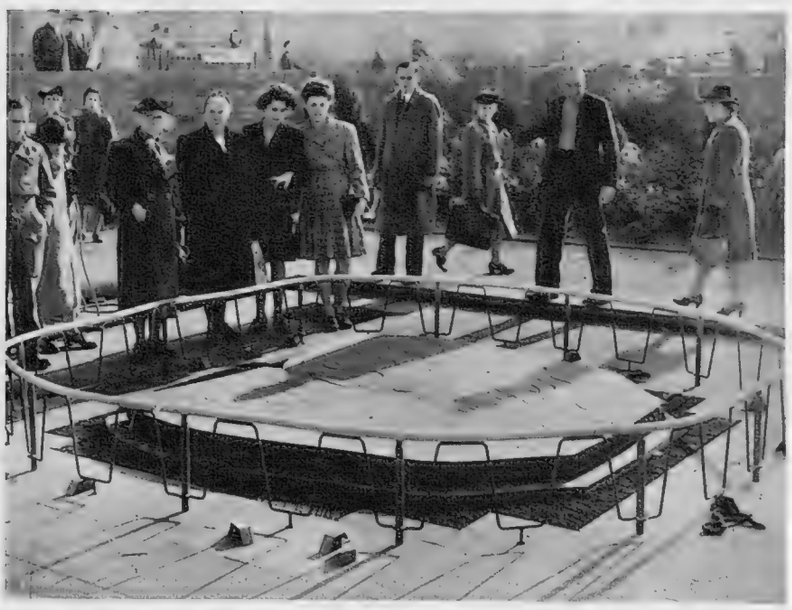
A MODERN CRAFTSMAN IN HIS WORKSHOP: Mr. Douglas Gower at his anvil in his forge at Bognor Regis, where he and his assistant make much fine metalwork in the Sussex tradition

ATTLEE AMONG THE FABIANS: The Prime Minister at the Fabian Society's Diamond Jubilee Rally and Celebration Concert at the Royal Albert Hall. During the evening Mr. Attlee, a Fabian of nearly forty years' standing, spoke to an audience of over 6,000 and paid a tribute to the men and women who breathed vigour into the Socialist movement in its early days—Bernard Shaw, the Webbs, and many others

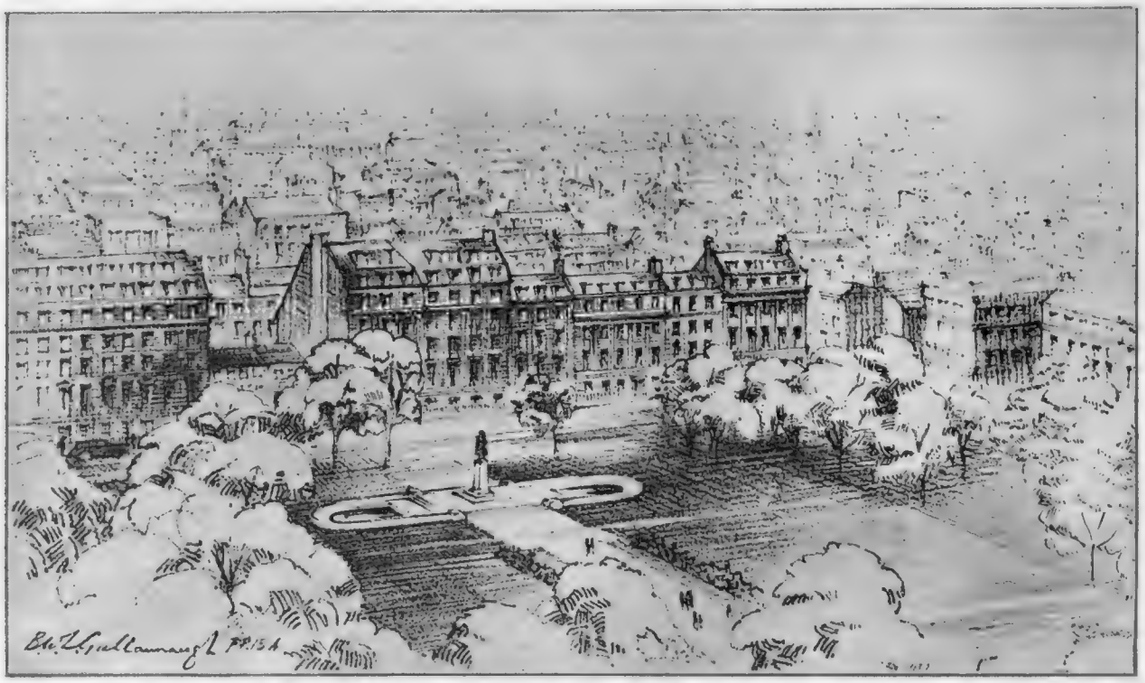
A RARA AVIS, AND A BAD BIRD! Captain Michael Telfer-Smollett, A.D.C. to Lieut.-General Sir Philip Christison, with the goshawk presented to him by Captain Geertseema, A.D.C. to Prince Bernhard of the Netherlands. The goshawk is extinct in Britain, but is a native of Holland and Germany. When this example arrived in Scotland it quickly made its escape, but it was traced by the ringing of the bell attached to its leg



THE LAST OF THE "DERRFLINGER": A famous German battle-cruiser of the First World War seen on arrival at Gareloch, where it is now cradled in a floating dock preparatory to being towed up the Clyde for scrapping. Without being lifted 40 ft. out of the water it would not be possible to take the ship farther upstream, as it would be unable to negotiate the comparatively shallow waters of the Clyde. The "Derrflinger" was a 28,000-ton vessel and one of the outstanding fighting units of the German Imperial Fleet. She was surrendered to Britain in November 1918 and subsequently scuttled at Scapa Flow



A CENTRE-STONE FOR THE NEW COVENTRY: Sightseers viewing the new levelling-stone which has been set up in Smithford Street to mark the centre of the city now in course of reconstruction. The levelling-stone stands on the site where Dame Ellen Terry was born in 1847, and beneath it are buried a number of documents, the contents of which are not to be revealed for 100 years. The engraving upon the stone is of the mythical Phœnix, the symbol of resurgence



THE PROPOSED MEMORIAL TO FRANKLIN ROOSEVELT: An artist's impression of Grosvenor Square as it will appear after the completion of the statue of the great wartime President. Grosvenor Square has been chosen as the site for the statue owing to its historic associations with the United States from the very earliest days of the Republic and through the period of two world wars. The Roosevelt Memorial is being sponsored by The Pilgrims Society and their President, Lord Derby. The architect is Mr. B. W. L. Gallanaugh, and the statue will be the work of Sir William Reid Dick

THE HOME OF WALTER HINES PAGE: No. 6, Grosvenor Square, where the United States Ambassador lived during the First World War. Page was a devoted friend of Britain

THE ROOSEVELT MEMORIAL in GROSVENOR SQUARE

And Other Aspects of the London Scene

THE THIRTY-SECOND PRESIDENT: A sketch model of the statue of Franklin Roosevelt by Sir William Reid Dick

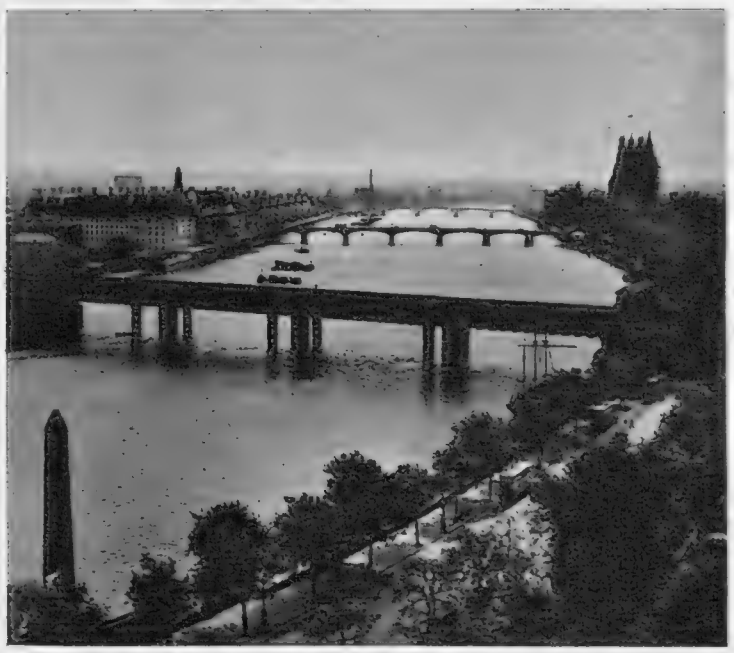
When in February of this year Mrs. Eleanor Roosevelt was entertained to dinner in London by the Pilgrims, she not only heard eulogies of all that her husband had done for the Allied cause, but a practical suggestion came from Lord Derby, the President of the Society, that a memorial to President Roosevelt should be set up in London. Since February matters have progressed rapidly, Mr. B. W. L. Gallanaugh having been asked to design a memorial and Sir William Reid Dick, the noted sculptor, to design a statue. Fittingly enough, the site chosen for the memorial is Grosvenor Square, and what site could there be more suitable, with all its associations with America from the earliest days of the new Republic and particularly in view of its immense importance as a centre of American military activity during the pre-D-Day period of the Second World War? Sir William Reid Dick's model for the Roosevelt statue shows the President as he appeared at the height of his powers, before he had become bowed down by the terrible burden of his office in the first year of his fourth term. In the years to come it may well be that the figure of the thirty-second President in Grosvenor Square will excite the same affectionate regard in the mind of Londoners as does the figure of Lincoln, which looks out benevolently upon Parliament Square

MORE AMERICAN ASSOCIATIONS WITH GROSVENOR SQUARE, THE SITE OF THE PILGRIMS' MEMORIAL TO FRANKLIN ROOSEVELT: *Left*—The home of John Adams, the first American Minister to England after the War of Independence. He lived there from 1786 to 1788, and nine years later he succeeded George Washington as President of the United States. *Right*—The United States Embassy, which occupies Nos. 1 to 3, Grosvenor Square, and is the largest Embassy in London

LILLIPUT IN BAYSWATER : A view of the entrance to No. 10, Hyde Park Place, which for years has been regarded as London's smallest house but, since the blitz, has been incorporated in Tyburn Convent. No. 10 is said to be over 300 years old. It has its own front door, complete with letter-box, but the narrow staircase beyond leads to two rooms that are only 4 ft. wide. No one seems to know why the house was ever planned on such diminutive lines, but legend has it that it was erected by a wealthy family for an aged servant. Another theory is that it was built by an eccentric who lived at neighbouring No. 9, Hyde Park Place, in order to prove his right to a passage-way. A third theory, and the most doubtful of them all, is that No. 10 was the work of a miser who had inherited a legacy on condition that he built for himself a London residence. No. 10 has important neighbours, for No. 5 was the last London home of Charles Dickens. At No. 13, Assheton Smith, the celebrated authority on fox-hunting, lived for a while

HOGARTH'S HOUSE AT CHISWICK IS TO BE REPAIRED : The eighteenth-century home of the artist was seriously damaged during the blitz, but restoration work is in hand and in due course the house will be opened again to the public. Despite its present dilapidated state, it is hoped that the house may be made to look reasonably like it did in the years from 1749 until Hogarth's death in 1764. The house, which Hogarth called his "little red-brick country box by the Thames," was lived in by Mrs. Hogarth until 1789, when, at the age of eighty, she died and was buried beside her husband in Chiswick Churchyard. After Mrs. Hogarth, the house was taken first by Thaddeus Kosciusko, the Polish patriot, and later by Byron's friend, the Countess Guiccioli. Another post-Hogarthian tenant was the Rev. H. F. Cary, the translator of Dante. The house was purchased in 1890 for restoration, and in 1909 passed into the hands of Middlesex County Council, which holds it in trust for the public benefit

CHARING CROSS BRIDGE TO GO : A view of the railway bridge looking from the terminal station on the north bank of the river to the Surrey side. The Town Planning Committee of the London County Council has accepted in principle the London Plan of the Railway Committee, and as a result the station and bridge will be removed



CHARING CROSS BRIDGE, LOOKING UPSTREAM : When the railway bridge and the station are removed under the recommendations of the L.C.C. Planning Committee, a large area in the region of Trafalgar Square will be made available for effective development. It is unlikely that anything will be done in the matter until the Southern Railway has had time to provide alternative traffic facilities on the other side of the river. The scheme to operate the Charing Cross traffic at deep level has been rejected. It is possible that the London Plan may also lead to the disappearance of Blackfriars, Cannon Street and Holborn Viaduct Stations. The scheme is essentially linked up with the replanning of the south bank

AFTER WAR, THE NATION DANCES

Ballroom Dancing has Achieved a New and Spectacular Popularity. Even Greater than in 1919

By CHARLES GRAVES

THERE is always a boom in dancing after every war, dating back to Napoleonic times when there were over 2,000 dance resorts in Paris. Its present popularity is even greater than it was in 1919, and it is estimated by experts that 5,000,000 people go dancing every week in places ranging from Ciro's to the Memorial Hall at Harlech.

One single circuit of sixteen palais de danse sells 8,000,000 dance tickets a year. Of properly established palais de danse, with dancing every afternoon and evening, there are slightly under fifty. But the numbers of church halls and assembly rooms, quite apart from hotels, restaurants and night-clubs, can be counted by the thousands.

The average entrance-fee to go dancing is 2s., just as the average dancing lesson is 1s. 6d. To provide the music, there are 9,000 dance bands of anything from three to ten players, major exceptions being the Lyceum—which has two bands of fourteen—and the Albert Hall, where you may have as many as sixty bandsmen at a New Year's Eve ball.

Much of the present popularity of dancing can be attributed to the B.B.C., which particularly stresses the old-fashioned dances, and thus encourages elderly people on to the dance-floor. Among these 400 dances (some of which are featured on the radio every week) are not only the polka, lancers, veleta and Paul Jones, but also the esperana, barn dance, the dinkie one-step, the Eve three-step, the la Rinka, the maxina and the hurndilla; not to mention the Pride of Erin waltz, the Princess Ena waltz, the St. Bernard waltz, and the Royal Empress tango.

At the ordinary palais de danse, the waltz is certainly the most popular tempo, but enterprising owners of dance-halls have also popularised, between wars, a number of new dances like the Chestnut Tree, Boomps-a-Daisy, the Park Parade, the Cokey-Cokey, the Lambeth Walk, Knees Up Mother Brown, and the Palais Glide. It may cost as much as £3,500 to launch the latest dance, but it is well worth it. In the meantime, I am glad to be able to report that jitterbugging is dying out fast. It was an alien importation of the American soldier and proved a great nuisance because members of the public who were doing proper ballroom dancing were impeded by these semi-stationary jivers.

The main problem at the moment is whether the rumba will become popular in the palais de danse. At the moment only 30 per cent. of the usual palais de danse crowd takes the floor when a rumba strikes up, but every week more of them venture on the floor. The tango, by contrast, has never really caught on and now remains standard with an appeal of, perhaps, 20 per cent. to the clients.

On Monday night I went to the Lyceum to watch the public dancing. Two things struck me immediately. The first was that no alcohol was sold on the premises. The second was that there were no professional partners whom you could hire at 6d. a dance, as was so popular before the war. It was also interesting to learn that times have very much altered since the days when a couple of girls dancing together was naturally considered to be an invitation to young men to "split them up" and dance with them. Nowadays, such action would probably mean a rebuff, unless it was an "Excuse me, please" item. Whether this is healthy I don't know. At least, however, young *men* are not allowed to dance together in public. . . .

The standard of dancing is extremely high—much higher, for example, than it was in the palais de danse at Los Angeles, which I visited in January 1939. This standard is to be raised even higher by the B.B.C. Dancing Club championships—one professional and one amateur—which are to be inaugurated in January. Linked with the popular Victor Silvester radio feature, they will wind up with the National Grand Finals in late February, when cash prizes amounting to £400 will be awarded to the professionals, and voucher prizes to the value of £250 to amateurs. In addition to this, the British Dance Teams League (London section) has just embarked on a fixture-list of over ninety "matches"—to be played in ballrooms in the London area. A shield will be awarded to the winning team and gold and silver medals presented to the individuals of the winning team and runner-up. This is organised very much on the lines of League football, and it would not surprise me in the least if some enterprising bookmaker were prepared to lay the odds. Nevertheless, it is all taken most seriously.

Those of us who are not *au courant* with the dance industry find that a complete hierarchy of popular favourites has been created in the last two or three years. The band leaders who can number their fans by the 10,000 are: Ivor Kirchin, Alan Green, Dick Denny, Eddie Shaw, George Colborn, John Holden and Harry Davidson. Two of the star dancing couples, who are reputed to earn £5,000 a year, are Holland and Elsa Wells; and Bobby and Nornie Dwyer.

This industry of the dance has four publications, whose circulations would run into six figures each if the newsprint position permitted it. They are: *Danceland, Dance News, Modern Times* and *The Dancing Times*. A glance at *Danceland* gives a real insight into the whole business and shows the extreme seriousness with which dancing is now taken by the masses. Here are items taken at random:

(1) The year 1946-47 promises to be a busy one for competition dancers. In addition to those championships given recognition by the Official Board of Ballroom Dancing in August, a further long list received official sanction at the Board's October meeting.

In the following list all championships are for modern ballroom dancing unless the words "Old Time" appear.

British Juvenile Championship; All-England Old-Time Amateur Championship; East of Scotland Old-Time and Amateur Championships; Midlands of Scotland Amateur and Old-Time Championships; North of Scotland Old-Time and Amateur Championships; Allied North of England Amateur, Professional and Old-Time Championships; East of England Professional Championship; Cheshire Amateur and Old-Time Championships; Derbyshire Professional Championship; Essex Professional Championship; Lancashire Amateur, Professional and Old-Time Championships.

Leicestershire Amateur Championship; Nottinghamshire Amateur Championship; Shropshire Amateur Championship; Staffordshire Old-Time and Amateur Championships; Yorkshire Old-Time, Amateur, Professional and Juvenile Championships; Fife and Kinross-shire Amateur and Old-Time Championships; Midlothian Amateur and Old-Time Championships; West Lothian Amateur and Old-Time Championships; B.B.C. Dancing Club Amateur and Professional Championships; Midlands Old-Time, Amateur and Professional Championships.

(2) The day after winning the Essex Championship with Syd Perkin, Doris Prater danced in the South of the Thames Championship at the Locarno, Streatham, with her husband, Bill Prater. They gave a polished performance and received a well-deserved fourth place.

(3) Despite strong opposition from all parts of the North of England, the Northern Amateur Trophy remained in Manchester. The winners were Mr. Bert Wren and Miss E. Porter, who were a small margin ahead of Mr. and Mrs. Greenwood.

(4) On his recent official visit to the Stockton-on-Tees branch, Mr. F. J. Mainey, President of the I.S.D.C., received a warm welcome. The Stockton branch is very active and enthusiastic, and is under the direction of the Co-operative Societies of that area. A huge two-colour cloth streamer put up for the occasion was worded: "Stockton Welcomes You."

(5) Maintaining their run of successes, Eric Hancox (President, M.A.T.D.) and Betty Wych won the first Professional Ballroom Dancing Championship of Wales at Cardiff. Proceeds of the event were devoted to the funds of the Cardiff Royal Infirmary.

(6) Harry Myers, captain of the Locarno (Streatham) team in the British Amateur Dance Teams League, was taken seriously ill. His partner, Mabs Champion, announced that she intends to continue dancing with Bill Prater.

(7) After an exceptionally fine performance, especially in the quick-step, Mr. and Mrs. Leslie Phillips (Cardiff) won the Ritz Amateur Cup Competition at Llanelly.

A feature of the event was the visit of the Mayor and Mayoress of Llanelly (Councillor Daniel Rees and Miss Betty Rees) and the Deputy Mayor and Mayoress (Councillor and Mrs. D. J. Joseph).

To revert to my visit to the Lyceum, where every Friday night they have a dance beginning at midnight and continuing until 4 a.m. (teetotal, like the others), I noticed only one girl chewing gum, and only one couple bumping into others. This was in spite of the fact that many of the dancers, whose average age was about twenty-two, had clearly seen the latest Fred Astaire and Eleanor Powell pictures and were endeavouring to imitate several of the more exotic dance steps which their favourites perform on the screen.

There was not the slightest indication of any misbehaviour. Couples danced a surprisingly long way apart. And yet, most of them were smiling and talking happily—a spectacle you seldom see at the Berkeley or the Ritz.

A NEW BALLET AT COVENT GARDEN: Margot Fonteyn as La Bolero taking part in a scene from "Les Sirenes" on its first presentation. The music is by Lord Berners, the choreography by Frederick Ashton and the decor by Cecil Beaton. This light-hearted ballet has as its setting an English watering-place in the Edwardian era, "when spirits were high and skirts were long," and it met with an eager response from the first-night audience

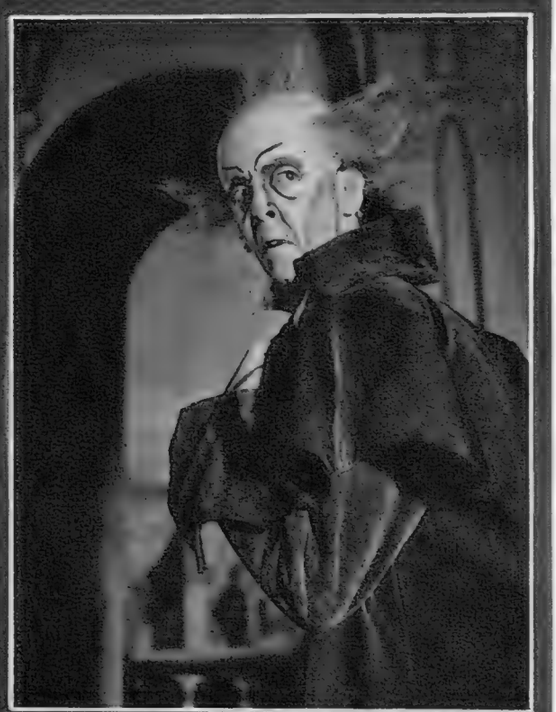
MUSIC—OPERA—BALLET

The Delius Festival: "Everyman," at Salzburg: The Revival of "Coppelia"

SIR THOMAS BEECHAM REHEARSES IN HIS SHIRT SLEEVES: Britain's most widely-famed musical director, conductor, and operatic impresario seen in four typical poses. Sir Thomas is now in his sixty-eighth year, but he is a continuing inspiration to the new generation of music-lovers. Recently he was conducting at the Delius Festival at the Albert Hall, and, as always with works by this composer, he secured to the full the beauty of tone and texture. Sir Thomas has been an ardent advocate of the work of Delius, and owing to his efforts it has been brought before the British public. It is also due to Sir Thomas that opera has regained its popularity in Britain

A WOMAN CONDUCTS THE LONDON PHILHARMONIC ORCHESTRA: Antonia Brico, whose conducting at the Albert Hall last week aroused much attention. Miss Brico, whose home is in Colorado, was born in Holland. Of recent weeks she has been staying in Finland, where she has been the guest of Sibelius, and she is expecting to return to that country for Sibelius' birthday celebrations

"EVERYMAN" AT THE SALZBURG FESTIVAL: Death visits the banquet (*top*) and Mammon insults "Everyman." Two scenes from the opera, which was one of the features of this year's festival. While the festival has regained much of its international status, it cannot really come into its own again until travel restrictions in Europe are removed and artistes and spectators can gather from all parts of the world, as they did in the days before the war



"COPPELIA" AT COVENT GARDEN: Margot Fonteyn as Swanilda (*top*) and Robert Helpmann as Dr. Coppelius (*below*) in the new Sadler's Wells production. This has never been one of the company's best productions, but this revival shows some marked improvement and, under the direction of Constant Lambert, the music of Delibes has a new precision. *Coppelia* has been followed at Covent Garden by *Les Sirenes*, a new ballet which has scored an immediate success, and in which Mr. Helpmann has a notable triumph

The World of Books

THE MAGIC OF THE HIMALAYAS

A Fine New Mountaineering Album By F. S. Smythe

When Mallory and Irvine disappeared behind the face of Everest in 1924, giving no indication of whether they achieved their objective before they died, there were many who questioned the wisdom of further attempts on the summit of the world's greatest peak, and some, indeed, who averred that it was all a great waste of time. Fortunately, in F. S. Smythe, one of the foremost climbers of our day, who knows the hazards of Everest as well as any man, we have, too, a writer and photographer of the first order, and in his several books he has not only communicated to the reader his passion for mountaineering, but has interpreted in large measure the spiritual satisfaction which climbing men derive from their pursuit, whether it is on the summits of the Himalayas or amid the less spectacular grandeur of our own high hills.

Mr. Smythe's latest book, SNOW ON THE HILLS (A. and C. Black. 20s.), is a magnificent production, and the forty-seven photographs by the author taken in Britain, the Alps, the Canadian Rockies and the Himalayas are a positive delight. His description of a dawn in the Himalayas is unforgettable: "A small scrawl of cloud, hung at an immense height in the firmament, shone out a bright gold. It was a signal. A few moments more and the tip of Nanda Devi was alight. For perhaps one glorious half-minute the great mountain, as befitted its elevation, stood alone, then with a sudden rush the sun strode westwards. Trisul was fired, the spire of Nilkanta and the massif of Badrinath in their turn, then the sun leapt on, igniting peak after peak of the hidden ranges, westwards to the Karakoram, the Hindu Kush, and the sands of Samarkand."

Jean Nicolas Arthur Rimbaud, the Belgian poet, who revealed in his poetry an eccentric power which before the age of seventeen won him the recognition and the friendship of Verlaine, the French lyric genius, remains to this day a figure of mystery. Why, after the age of twenty, Rimbaud never wrote again remains unexplained. Rimbaud's ardent friendship with Verlaine ended in 1873, when the latter attempted to murder him, and eventually he went out to Harrar, Abyssinia, there to live the life of a trader. Many biographers have sought to assess the work and character of Rimbaud, explaining, one way or another, the essential violence of his nature, and the latest effort is by Wallace Fowlie, who in RIMBAUD: THE MYTH OF CHILDHOOD (Dennis Dobson. 8s. 6d.) analyses his poetry with a view to finding the key to his subsequent actions. This is a profound study, ably written, and apart from its account of Rimbaud himself, gives illuminating flashes about a variety of other writers, including the decadent Verlaine, Valery, leader of the modern French school of poetry, Andre Gide, and de Vigny.

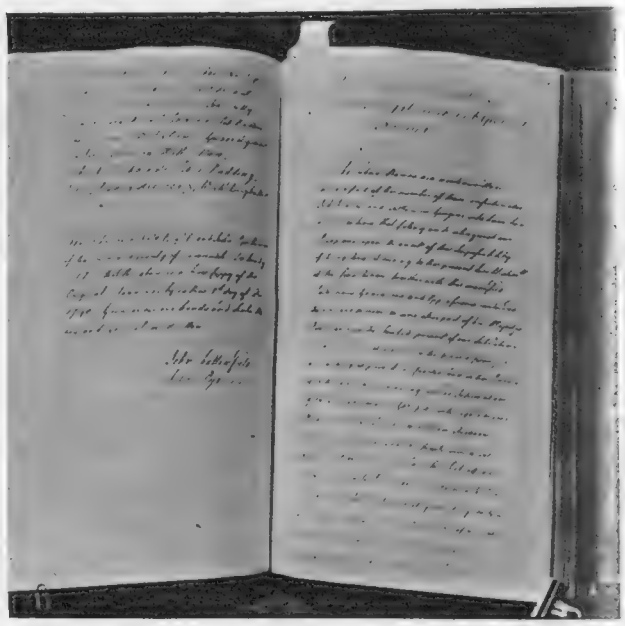
In her robust Imperialism and evident enjoyment of haranguing male politicians, Dorothy Crisp has something in common with the late Lady Houston. As a writer on political, domestic and social subjects, Dorothy Crisp is prolific, and her energy of mind is to be admired. Her latest book, A LIFE FOR ENGLAND (Dorothy Crisp, Ltd. 12s. 6d.), with four photographs of the author as frontispiece, makes possibly excessive use of the personal pronoun, and her accounts of clashes with editors and politicians are sometimes of doubtful interest. Miss Crisp's style, however, is fluent, and in advancing her trenchant views on Imperial affairs she tells some good stories. Of her own assurance there is no doubt, and in her account of the Acton by-election, in which she fought as an Independent candidate, Miss Crisp notes in passing, and with notable frankness, "Popular as my writing is, it happens that I speak better than I write."

It is some time now since the works of Nat Gould, gaudy in their coloured covers, adorned nearly every bookstall in the land, and he paraded before us in a seemingly endless succession of novels his immaculate heroes and heroines, not to mention his black-hearted villains, setting them, as often as not, against the romantic background of Flemington, Randwick, Caulfield, and the other great tracks of the Australian turf. With Nat Gould it was nearly always the mixture as before, and that, it seems, was how the public wanted it. A writer in much the same vein is T. H. Bird, and in GAMBLERS SOMETIMES WIN (Putnam. 8s. 6d.) he tells a first-rate story and, if perhaps there is no accent on originality, it is pleasant, light reading. Inevitably, the right horse scores a devastating triumph in the closing pages. The author knows the British turf well enough, and whether he takes us to Newmarket, Liverpool or The Curragh it is obvious he has the authentic touch.

Charles Miller belongs to the "come-back-alive" school of explorers, and in BLACK BORNEO (Museum Press. 15s.) he certainly has a thrilling tale to tell of his adventures in the little-known central part of the island, where it appears that head-hunters still abound and the risk of ending in a cannibal stew-pot is still a distinct possibility.

Another unusual travel-book comes from Agatha Christie Mallowan, better known as Agatha Christie, who in COME, TELL ME HOW YOU LIVE (Collins. 10s. 6d.) gives a racy account of her life in Syria and Iraq before the war, when she accompanied her archæologist husband on his expeditions. LOVE OF LIFE (Paul Elek, Ltd. 10s. 6d.) is a reprint of some of the short stories of Jack London. London was an uneven writer, but this selection certainly includes some of his most accomplished work.

VALUABLE AMERICANA IN THE AUCTION-ROOM: This was the scene at Sotheby's last week as Dr. des Graz, the auctioneer, offered for sale a number of important books relating to the early history of Georgia. They come from the celebrated library of the late Sir Thomas Phillipps, and were bought for £4,000 on behalf of the State of Georgia. *On left*—The volumes, which were offered as one lot, and (*below*) an open page from the *Transactions and Correspondence of the Trustees for Establishing the Colony of Georgia*. It is dated 1740. Every phase of the settlement of the colony is dealt with, including the building of the towns and villages, the health and occupations of the settlers, the provisioning of the colony, and the making of treaties with the Indians. Another of the books gives a list of emigrants arranged alphabetically, their occupations, the date of embarkation in Europe, and the date of arrival in Americ



THE "MULBERRY" MISSION TO CANADA

The People of the Dominion See the Harbour That Went to France. Removing the Misconception of Dieppe, the Action that Paved the Way for D-Day

THE LEADER OF THE "MULBERRY" MISSION: Col. V. C. Steer-Webster and Mrs. M. C. Lancaster, who demonstrated the model of the famous harbour to the Canadian people

When the news of the British and Canadian action at Dieppe became known to the world, and the casualty-lists revealed the tragic loss of Canadian lives on the left flank of the landing, there was much misconception in Canada, and many people in the Dominion believed that their sons had been sacrificed needlessly.

To-day that misconception has been almost wholly eradicated by the success of the "Mulberry" Mission to Canada, which has shown to the people of the Dominion how the lessons learnt at Dieppe paved the way for the Allies' brilliant feat of arms in the D-Day landings of 1944.

The "Mulberry" Mission to Canada was led by Colonel V. C. Steer-Webster, O.B.E., and in many of the great towns and cities of the Dominion, from the Maritime Provinces to the prairies and the Pacific Coast, he displayed the remarkable model of the harbour which played such a vital part in the landing of Allied stores in the first weeks of the invasion.

The opening of the "Mulberry" Exhibition in Ottawa proved to be one of the great events of the year, no fewer than 50,000 people flocking to the famous Chateau Laurier.

As "Mulberry" was one of the best-kept secrets of the war, it came as a great surprise to Colonel Steer-Webster when an old lady came up to him at the exhibition one day and said how delighted she was that the War Office did, on occasion, read their Bible, as in St. Luke, Chapter XVII, Verse 6, it says: "And the Lord said 'if ye have the faith of a grain of mustard seed, ye might say unto this mulberry tree, be thou plucked up by the root, and be thou planted in the sea; it should obey you.'"

It gives food for serious thought that had the code-word "Mulberry," chosen at random from many others, as it was thought it had no relation whatsoever to war, sea or battle, leaked out, it might have indicated to the enemy information of a vital nature.

Colonel Steer-Webster's Mission remained in Canada many months, and in every town and city it was given a fine welcome.

MR. MACKENZIE KING SEES THE "MULBERRY" HARBOUR: The Canadian Premier standing between Colonel Steer-Webster and Mrs. Lancaster when he visited the exhibition in Ottawa at the start of the tour

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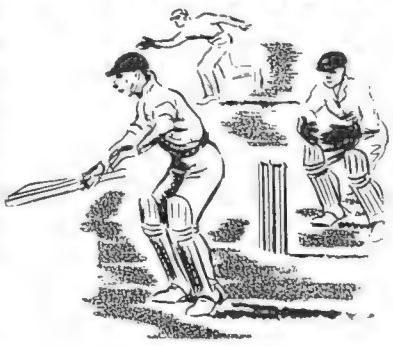

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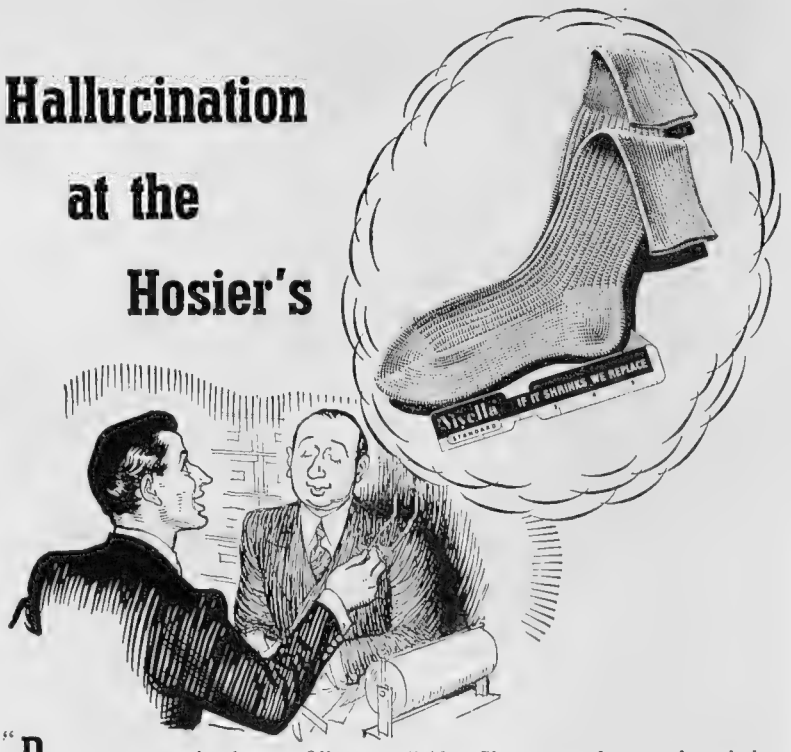

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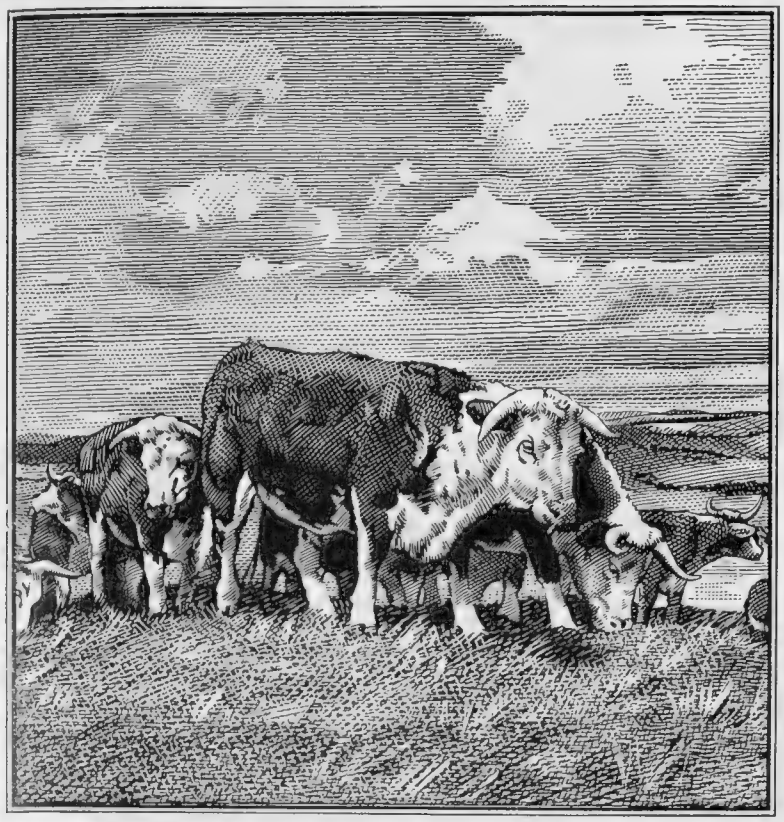

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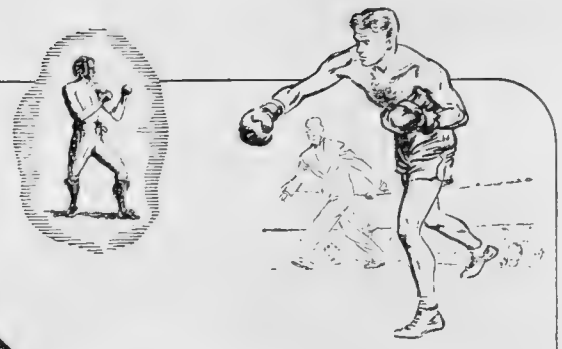

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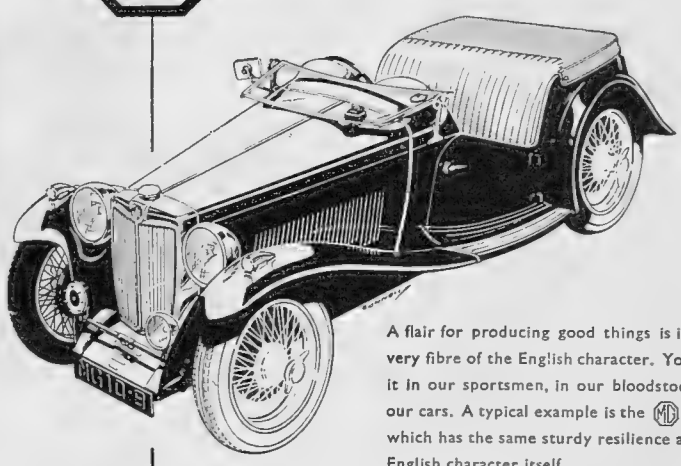

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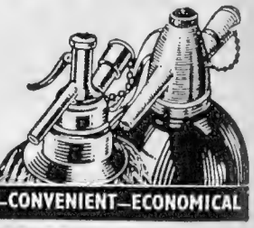

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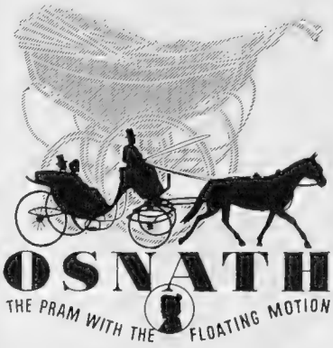
since the days of the Victoria



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The elite Baby Carriage since 1873. The demand is great but we are doing our best to make supplies available as quickly as possible.

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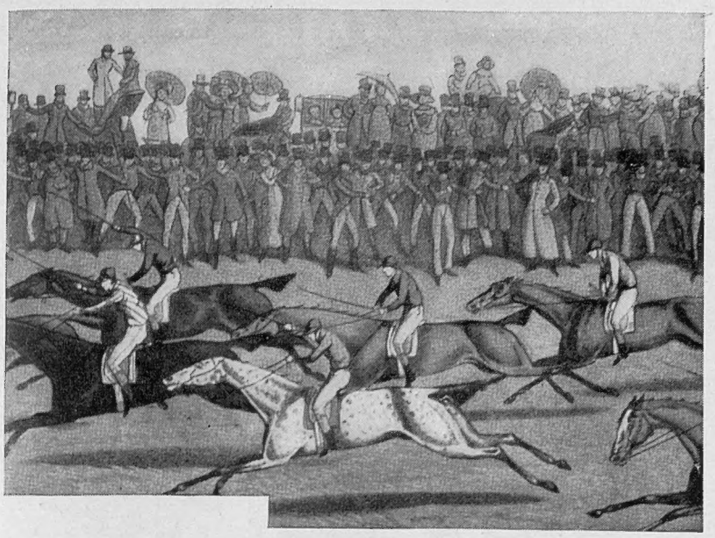

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PLAYER'S NAVY CUT CIGARETTES · MEDIUM or MILD · PLAIN or CORK TIPPED. [NCC. 607E]

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Today we can offer you some choice of patterns and cloths. But we cannot say how long this will last.

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The Queen of Hearts was like this in 1856

Louise de la Valliere, favourite of Louis XIV at 17, figured as Queen in a pack of 1856

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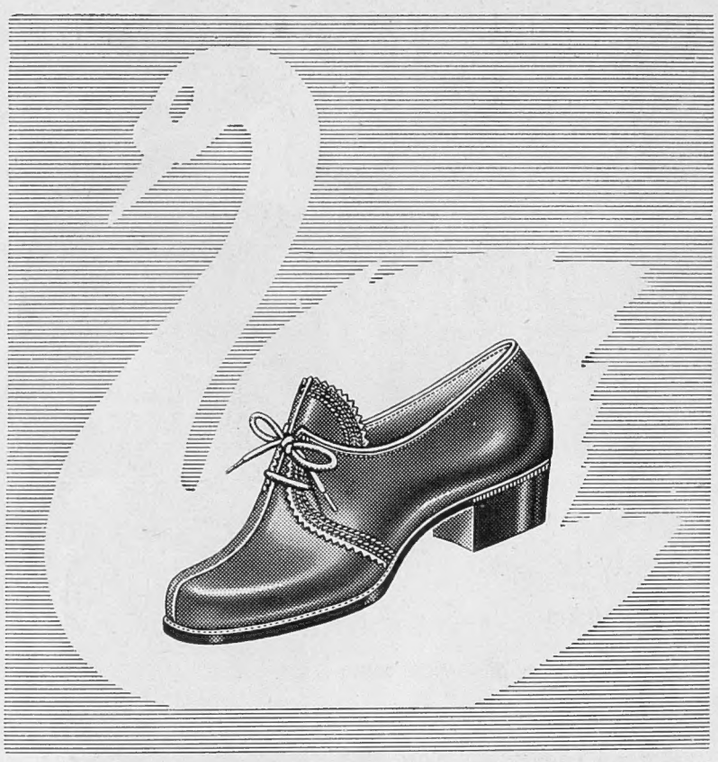

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For Men's Shoes by Crockett & Jones, Northampton, ask for the 'Health' brand

CVS—126A

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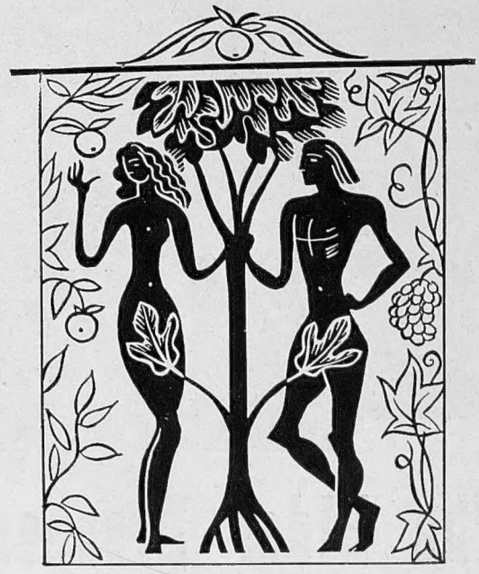

ADAM AND EVE

OUR first parents were constant figures in the mediæval mysteries performed by travelling players. They became popular, too, in inn signs — and at one time figured as the arms of the Fruiterers' Company. The famous Adam and Eve of Kensington High Street, was much favoured by Sheridan, where he ran up considerable bills at the expense of Lord Holland. Still older were the Adam and Eve " tea gardens " in Tottenham Woods. It was into this resort " of many surprises, but generally respectable ", that Lunardi came down after his balloon ascent in 1873. The inns of to-morrow will have names as modern in origin as this one is ancient. But the old traditional hospitality of the inn will remain unchanged.

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One of Britain's finest hotels

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TOLLARD ROYAL HOTEL

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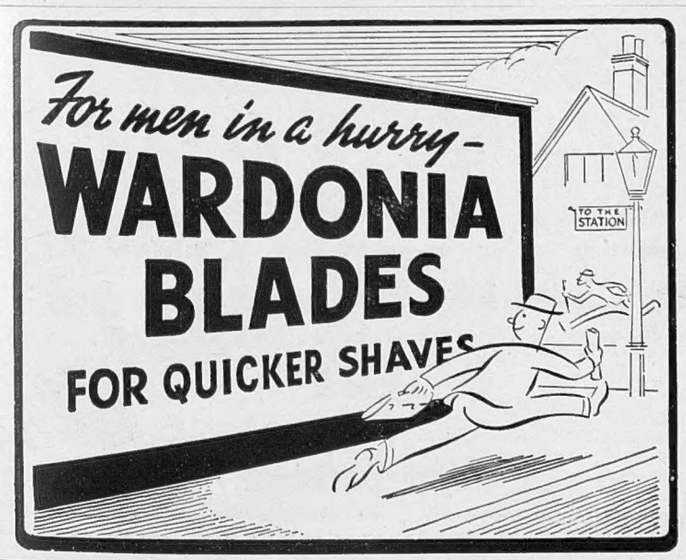

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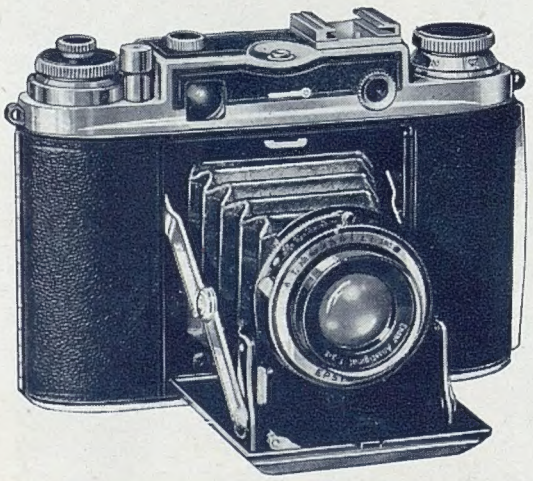

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